



# messing about in BOATS

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"Letter From Arabia"  
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Volume 12 - Number 16

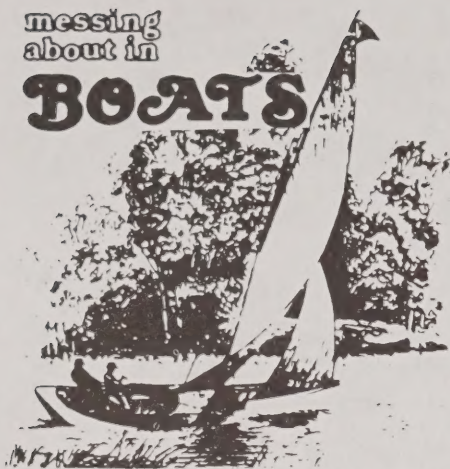
January 1, 1995





messing  
about in

# BOATS



Published twice a month, 24 times a year. Subscription price is \$24 for 24 issues.

Address is 29 Burley St., Wenham, MA 01984-1943.

Telephone is (508) 774-0906, 8-5 weekdays, no machine.

Editor & Publisher is Bob Hicks

Volume 12 - Number 16

January 1, 1995

## Our Next Issue...

Will bring belated coverage of last October's "Oarmaster Trials" from Frank Durham, along with designer/builder Jon Aborn's discussion of the overall winning boat, his "Monument Beach Wherry". An off-the-water event, Mystic Seaport's "Southern New England Maritime History Symposium" is reported on for us by Jim Lacey.

Adventures afloat will include Marty Cooperman's "By the Shores of Gitchee Gumee" which didn't make it into this issue; Lee Hodsdon's "Last Summer in Skol"; Bud Tritscher's "Three Days in January"; and Gail Ferris' "From Paddle to Oars".

In addition to Jon Aborn's "Monument Beach Wherry" design review, Mark and Sarah Fisher bring us "Genesis of Beach Ball"; Rich SantaColoma describes ideas for his "Icester Sedan"; and Phil Bolger presents an "Outboard Runabout".

Boatshop project stories include Reed Smith's "Variations on a Theme by Bolger"; "Polytarp Sails & Water Tanks" from David Goodchild; and Scott White's "Boat Work" continues with "Hand Tools".

Michael Levy reviews two Dynamite Payson books for us: *Building the New Instant Boats* and *Boat Modelling*.

## On the Cover...

Bob Cann of Amherst, Massachusetts, suggested it might be inspirational to start off the new year with a nice summery cover to reassure us all that another on-the-water season is coming. Herewith Bob's photo of his daughter enjoying a beach picnic stop at secluded Demarest Lloyd State Park in Dartmouth, Massachusetts while Dovkieing on Buzzards Bay.

## Commentary

Another year, yes it's an arbitrary sort of guidepost since a whole lot of winter lies ahead, but we all indulge in varying degree in taking this numerical jump into the future as an opportunity for envisioning what lies ahead. No, I'm not going to announce to you any New Year's resolutions, but will discuss here the content of this little magazine which creates its charm.

It's all due to the marvelous variety of human experience that those of you who send in your stories bring to us. Periodicals which present well written professionally done articles are helpful and informative, but tend to reflect the "style" bias of the professional editorial staff who designate how articles must be written, how long they should be (word count) and about what topics, and subsequently edit them further to fit their chosen style and the available space amongst the ads. Nothing wrong with this, we all get useful information from such publications. But the diversity of human experience and viewpoints are missing.

One reader recently mentioned that on our pages individual achievements are celebrated, and he is right. The scale of such achievements ranges from small to large, yet all carry that subjective human element absent from the purely technical discussions on how to do whatever it may be that is desired to be done. Because each of you is indeed an individual, the stories you have to tell are unique in their expression, if widely shared in actual essence (all those skiffs built as first boats for instance). The way each of you sets down your story in written words is also unique to each of you, and I do not edit them to fit some notion of what the style of *Messing About in Boats* ought to be. The eclectic mix of topics and writing styles you send us creates our "style".

I am really happy to report that you keep us well supplied with a variety of good articles. There are always more in hand than can be published in any one issue, so I have to run through a growing inventory of articles to assemble each issue and present the promises I make on this page under "Our Next Issue...". This inventory is supplemented by the new material turning up between succeeding issues. From this combined supply I choose what you will get to read in the next issue.

A couple of basic parameters govern my choices. Topicality is the first consideration, I use news of a time sensitive nature as soon as I get it, typically these are usually about events, or recent adventures with some time significance. In the latter instance, seasonal nature has some influence, like winter adventures in winter issues. But, hey, I'll also run summer adventures in winter issues to maybe brighten the long gray months before we again are afloat.

We get plenty of adventure tales and want you to know we can use more. Just about all of your adventures are of the modest scale that we everyday folks could indulge in ourselves, or dream about so doing with some likelihood of someday achieving them. Occasionally we do have a major adventure tale, the sort that unusually motivated and skilled people will un-

dertake. But mostly we can enjoy tales of adventures we can visualize ourselves undertaking. Keep them coming, we'll use them all even if it sometimes takes a while to fit them in. I acknowledge them all right away and try to give you some idea of about when I will fit them in.

The same applies to your projects and suggestions on the building side of this game. Not so many project stories turn up as do adventures, and so I particularly encourage you to tell as about yours. No matter if already you've read about others who undertook similar building or restoration projects, your story is bound to be different. The techniques many of you develop as you work on your projects are highly valued by many readers who tell us so, because often the novice, uninformed about the proper way to achieve some result, comes up with some pretty original ideas.

We have lots of designs in hand with more regularly turning up. This small boat game seems to provide for endless variations on its basic theme. Along with the professional designs come those ad hoc creations from amateur builders who decided to create their own concepts or radically alter some professional designs they acquired. The latter instances bedevil the professionals when the results are disappointing because their names are still connected with the results.

I welcome the enlightened self-interest of professionals who wish to present their design "study plans" and discussions to you on our pages, despite some concern expressed by a few readers about this sort of thing being a form of free advertising and self-promotion. The good that results is in broadening our collective awareness of what can be done, and I see nothing detrimental in these designers letting you know that they stand ready to sell you plans. Those designers who choose not to avail themselves of our little soapbox are by their own choosing left out. I do not practice any sort of favoritism, and if you see more from some than from others it is because the former trouble to supply us their material. I do not undertake to decide who to contact and write up, it's up to them.

This same approach applies to professional boatbuilders who wish to tell you what they are building, or have built, or will build, and that they are interested in building something for you. Again it is self-serving for them, but I won't run any publicity puffery, just real stories with content I feel would be of interest to you.

Coverage of events appropriate to our interests is the most difficult to acquire and publish. My purpose is not to be a newspaper about all the events that are held throughout the country for our sort of small boating, there are far too many. I do like to get event reports from those events which seem to offer some sort of uniqueness. The "Oarmaster Trials" in the next issue is such, a unique concept offering more than local interest. The coverage of last fall's Small Craft Festival at St. Michaels, Maryland, was the sort that offered us the opportunity to show you many, many lovely small boats all in one place, along with introducing you to some of the owner/builders.

I'm not interested in lists of people who were "winners" as much as in the boats and how their users used them. I try





## UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw



### Night Sail

It was a beautiful night, an almost full moon, light winds at about ten, slight seas. The vessel was a 31' sloop, the crew an experienced and licensed delivery captain and the brand new owner and his son. It was the third night of the cruise and the skipper felt confident that he could turn over the midnight to four watch to his crew and get some much needed sleep.

"I'm going below", he said. "The course is 025 magnetic. Be sure you take a GPS fix every hour and plot it on the chart. Call me if you need me."

At 0320 the call came. "Captain, I think we have a problem!" With a rush of adrenaline that banished sleep, the captain came on deck to find breakers all around him and the fathometer, set at seven feet for the boat's five foot draft, sounding a shrill alarm.

There is a happy ending to this true story. After two very tense hours, the boat was once again in deep water and on her true course. How did she get into danger? As is so often true, the answer was human errors.

Two mistakes were made by the novice crew who were lulled into carelessness by the beauty of the night. Father and son, who had not seen much of each of each other over a period of years, settled into a long and quasi-philosophical discussion of life and the world and the hours slipped away. They did NOT take regular readings from the GPS and plot their actual position on the chart.

The second error is, perhaps, more forgivable. Each crew member settled comfortably into a seat on either side of the cockpit and the neophyte helmsman

was, though he did not realize it, reading the compass from a 45 degree angle. What he saw as 025 degrees was actually 010. The correct course would have cleared the shoals, the course actually steered did not!

There are several morals to the story. The first is that the sea is a seductive mistress. Like other beautiful ladies she can lull us into complacency and disaster. Had this not been such a calm and beautiful evening even a novice crew would have been more alert. Second, since there are no road signs at sea, it is essential to know our position at all times. With modern electronics (GPS and Loran) this is not very difficult, but the best technology is of small value if we do not use it. An hourly up-date of the chart would have shown even these inexperienced sailors that they were heading into danger.

The third "moral" of this true story is almost too obvious, yet it needs to be reiterated: The man on watch, in this case the helmsman, needs to give full concentration to the job. On the night in question some very good "male bonding" took place between a father and his son, and it almost cost them their lives.

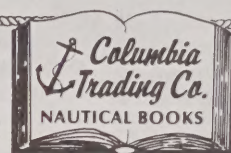
Nor was the licensed captain without blame. As he later said, "I should have set the alarm for two hours rather than four and got up to make a position check. I just thought I had trained them well enough to cope." The fact was that his two novice crew members did not have enough experience to realize that while the sea is a captivating mistress, she is also a jealous one who demands our complete attention. That father and that son are not likely to forget.

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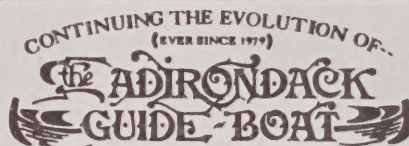
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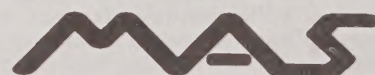
### Commentary (Continued)

to spread coverage around amongst events typical of the major different sorts of boats, sailing, antique, rowing, paddling. It has been easy so far to achieve this mix of event reports as we do not get many. I would like to get more from anyone who feels they organized or attended an event that had some degree of uniqueness due to its mix of small boats or in the way they were enjoyed at the event. If you're unsure, ask me first.

I think all this indicates to you that I'm very optimistic about our upcoming 13th year of publication. Your increasing role in making this magazine what it is guarantees its continuing appeal, and we are, as I mentioned in a recent commentary, on the verge of some upgrading of our production and circulation capabilities to improve the "package" and its delivery to you. Thank you for making this all possible for us all.

*"Now I can customize my mix to suit my needs - no matter what time of year"*

— Marc Barto, O'Connell's Wooden Boats



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### Getting Prohibitively Expensive

Please renew me for another year. Unfortunately it will be my last year as your magazine is getting prohibitively expensive. Might I suggest that you restructure? I've never been able to figure out why you knock yourself out publishing twice a month, monthly would be just fine with me. And Bolger has to be running out of designs!

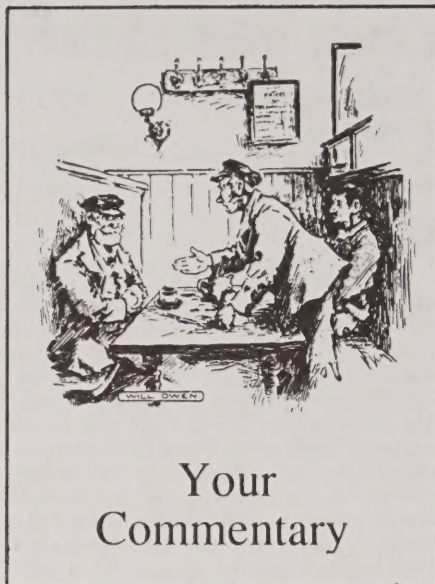
Dock Shuter, Glasco, NY

**Editor Comments:** I like the twice a month schedule as it keeps things timely and focussed, and it does not result in knocking myself out. Phil Bolger says the 600 plus designs he has, at 24 a year, will last longer than he will.

### Calling All Micro Trawler Builders

I would like to correspond with any readers who have built, or are building, 14-1/2' Micro Trawlers.

Fred Browning, P.O. Box 398, Jamestown, NC 27282.



### Your Commentary

### Some Comments About "Your Commentary"

A few comment come to mind from reading some of the comments expressed by readers. Let me run down a few of my reactions.

Concerning metric measurement: Granting that any procedure for finding the middle of a board that requires more than a piece of string and a pencil is already an intellectual challenge, may I suggest that proposing going metric for those who have a problem with how fractions work entails in most plans available in the US laborious conversion of English to metric.

Concerning boat designs: While it would be a kick to say we designed our boat as well as built it, it might be wise to remember that a good boat must be seaworthy, efficient, structurally sound within its utility, durable and, if we're extremely lucky, pretty from all angles. The successful achievement of all these traits is almost never realized without a background of years of training, talent and much practice. At a time when there are lots of designs out there, the execution of one's subjectively successful design is not the only prerequisite to hanging out the shingle.

Concerning the sale of plans: The selling or buying of used plans, from which the one hull permitted by the designer has been built, is just not acceptable. The re-selling of plans never used should be a matter of obtaining the express permission of the designer. I sold some plans, after speaking with the designer's US agent from whom I had bought them, for just over the cost of postage and phone calls, and now those boats are being built, which is the ultimate purpose.

Concerning inquiries for information: I wonder if doing an adequate amount of homework and study first might render those letters that read something like, "Can you recommend a boat for me?" unnecessary? I became somewhat sensitized to this while advertising my plans when one in five inquiries would completely miss the "Brochure \$1" and include questions about boats other than the canoes, kayaks and pulling boats" that I advertised. I once did receive the \$1 with a note that read, "Enclosed cash, please send all information on how to build a boat at your earliest convenience."

A few shorter comments: Let's restrain ourselves in writing self-serving articles about our commercial products or services to the real information readers might value without the promotional overtones. If you suggest that Phil Bolger do up some idea that you have, send him a deposit check, it's his livelihood. Give David Goodchild a break, experiment with vinegar to clean up epoxy, acetone is deadly.

Most of all, let's keep in mind that *Messing About in Boats* is of, by and for small boat enthusiasts. Be enthusiastic but don't get too serious or dogmatic, the only really serious subject involves survival afloat.

Michael Heinrich, Crazy Wave Boatworks, Upper Nyack, NY.

### Recovering a Folbot

I have a folding Folbot (two person), quite old and I want to replace its cover. What can I use for the material?

Ken Pagans, 13721 Cayo Gorda, Corpus Christi, TX 78418.



Vince and Mary Buckley christening the *V.J. Buckley* in October, 1986.

### We've Lost a Friend

This summer our boating world lost a friend. As much as he loved to keep himself in the background, I would like to thank him publicly.

Vince Buckley was a friend of Schooner, Inc. and the Sound School. For fifteen years these two New Haven, Connecticut, harbor organizations have worked to bring thousands of students and adults into contact with the waterfront environment. Throughout this time, many of them might have seen a quiet, distinguished gentleman off to the side. He would often be seen with his welding gear on, but could just as likely be holding a paintbrush, wrench or coil of line.

Vince was a "volunteer". He was one of a cast of people who help small, grass roots, public interest groups like Schooner, Inc. and the Sound School. But Vince was different. Somehow he had a special touch. He was a multi-talented fellow with a wide range of skills. His skills and abilities were the ones necessary to keep a program going. Although Vince knew a tremendous amount, he would never be offensive or in any way overbearing. He was the ultimate team player. He understood so well how he could be happy, if only everyone around

him was happy.

Hundreds of young people at the school got to know Vince. He would protest that he was retired and wanted to work alone, but more often than not, one or two kids would be by his side helping, watching, or just talking. More than a few youngsters can trace the beginnings of their careers to Vince's gentle encouragement.

A few years ago we tried to thank him for his work and good company by naming a school-built boat after him. The "Vincent J. Buckley", a 20' launch and odd-job boat was christened by his lovely wife Mary together with his family and a crowd of well-wishers. It was a wonderful surprise as it had to be. With his usual style, he never would have accepted the honor if we hadn't surprised him with it.

We all miss him very much, especially me. However, he taught many things that will always be with me and I hope that I can use them to teach and help others as he has done. I feel honored to have been his friend and teammate and all the experiences we have shared will be stored as fond memories.

Thanks again, Vince.

Ken Donovan, Branford, CT.





### Those Melonseeders

People who own Melonseed skiffs seem to have strong emotional ties to their delightful little daysailers. Two Christmas cards we received illustrate this.

Roger Rodibaugh's *Alacrity* sailing merrily along, and Denise Brown's ready to go on the shore. Talented illustrators both.

### Looking for Lightfoot

I'm looking for that "perfect boat" but I'm beginning to think it doesn't exist. But there was an article in *Small Boat Journal* issue #2 about "Lightfoot", a 21' sharpie cat ketch which later became the "Bay Hen". I'd very much like obtain a copy of that article if anyone can supply me. I already have subsequent *SBJ* articles on the Bay Hen.

Steve Crim, 904 Creekdale, Richardson, TX 75080, (214) 238-0474 anytime.

### Working on My Fleet

I've built one of Tom Hill's Charlottes and a Sweetwater nesting dinghy and am now setting up the moulds for two Chestnut Prospector canoes using plans from Ted Moore's Canoeecraft. I also have a San Francisco Pelican I'm restoring and a Bristol Corsair that I restored and hope to sail on the ICW with soon.

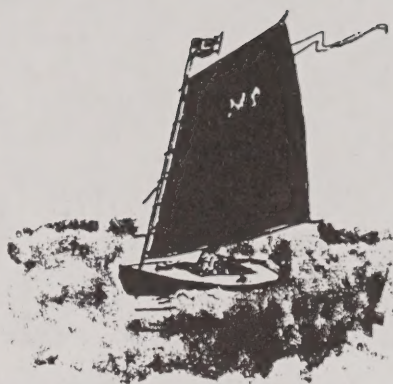
Jim Tomkins, Grand Island, NY.

### Looking for Books

I have never built a boat before but now I have started on a dinghy with a sail, and plan to build a small 18'-20' sailboat for inland lake gunkholing. I am looking for books that will help me start boat-building and sailing.

Donald McPike, Box 4036, Riverside, CA 92514.

**Editor Comments:** The best single source for such reference books is International Marine Publishing, Blue Ridge Summit, PA 17294-0840. They will send their catalog on request.



MELONSEED SKIFF



ALACRITY



### Rags is a Generous Fellow

I thoroughly enjoyed the article by Rags Ragsdale in the October 15th issue ("The Dillabaugh Rocket"). As a native of Portland, Oregon, I well remember Dillabaugh Boats and appreciated their qualities.

Rags is not only a good story teller he is also a fine boat builder in his own right, his strip-built craft are things of beauty and utility. And he is a most generous fellow as well. Some months ago he and his brother-in-law and fellow builder donated a large supply of precious red cedar strip material to our Riverswest Small Craft Center for upcoming spring classes in strip-built construction.

Riverswest has grown over the past four years and now has 2,500 square feet of boatbuilding space on the east bank of the Willamette River in Portland at the Oaks Park. In 1994 we hosted construction of six member-built boats, including this 24' Marietta Yawl Boat designed by Joe Dobler. Saturday mornings are open house for interested visitors, please drop in.

Bob Young, Riverswest Small Craft Center, Inc., P.O. Box 82686, Portland, OR 97282.

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# A Letter From Arabia

By Mark Fisher

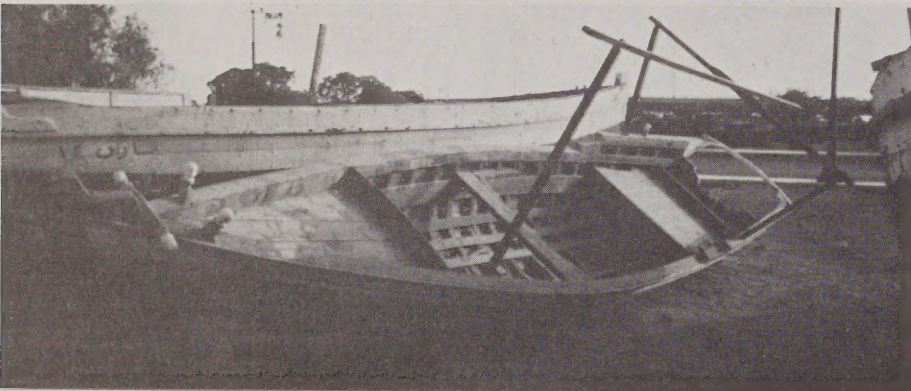
It's a long way from the Chesapeake to Saudi Arabia. In my professional capacity, I found myself horsing 30 lbs. of luggage and equipment off the baggage carousel at the Abdul Aziz International Airport just north of Jeddah. I waved off the helpful Bangladeshi porters, and rolled gently out the exit. An Indian was standing there, holding a "Mr. Mark Fisher" sign, he must be my driver, Faizul. I had been told about the Jeddah driving style, and I was very glad to let someone who had survived nine years there take the responsibility.

As we sped into town, I could see that Jeddah is a typical Saudi city, motor mad, with expansive freeway systems winding over, through, and occasionally under the town. Things have expanded so fast that roads don't generally require any preparatory demolition, it's just a matter of paving the appropriate strip of desert. And down between the highways on the waste land inside a freeway interchange, I saw the sambouks. I couldn't stop just then, though, as I needed to do the work that had brought me here, but I filed it away as something to be followed up on.

It was a working boatyard, it turned out, for all that it wasn't in sight of water. The back part of the lot was used as parking for garbage trucks, while the side toward the Red Sea had a marvelously varied assortment of vessels. I came back after my day's work and prowled the yard as dusk fell. Saudi's feral cats were the only guards, and Saudi Arabia's legendary safety reassured me as my driver left to go to a nearby mosque for evening prayer.

The first hull I looked at was stripped down to ribs and 95% of its planking. I peered through the gap and looked at the inner details of construction. Lightly built would sum it up. In a town which, in the '30's, had only one tree (in the courtyard of a rich and eccentric man), wood is a luxury product. It was about 50' overall. The planking was about 1"x 4", probably mahogany. The ribs were approximately 5"x 5", with extensive use of natural knees and compass timber in the floor timbers (they had about 15° of deadrise) and at the turn of the bilge. Ribs were spaced about 14" on centers. Ribs on opposite sides of the hull reached only as far as the floor timbers, so that the keel was supported on 7" centers. There was no keelson.

I moved on in the failing light. The hulls ranged from 20' to 70' in length. About 90% shared the same hull form, a high, straight stem, lots of sheer, a wide transom carried low, with the sheer of the hull carrying up on either side like wings. There was a characteristic bow cleat fitting on nearly every one, a horizontal, transverse cleat spiked to the top of the stem, backed up by knees formed by the upper extensions of the two most forward ribs. Where there was a deck house it was all the way aft, much like a Chesapeake buy boat. Perhaps 20% of the hulls had never been adapted to power, the others had a holes cut in the deadwood for the props.





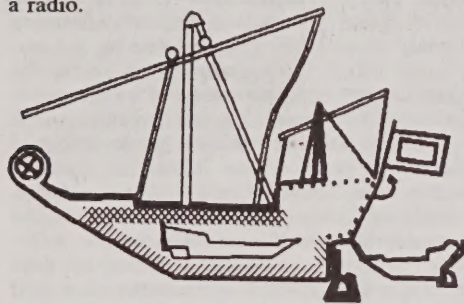
Ducking under yet another bow, I found a surprise, a dugout canoe, complete with mast step. It was narrow and brightly painted. It was easy to imagine some fisherman ghosting out to a reef he knew about for the day's work. There was also a NEW hull! As I got closer, it became apparent that it was a re-hab job. Each rib had been cut just below the turn of the bilge, and sister ribs carried the beam perhaps 4' further from the keel on both sides.

Dark was coming down in earnest now, and I wandered back to the sidewalk to see if my driver had returned. Looking down, I saw a deadeye, and thought that it was a reflection of the best way its builder knew of rigging, rather than a conscious throwback. I saw one hull with its mast and yard snuggled down on deck, standing rigging coiled and ready to be set up when needed. My driver wasn't there. A small group of Bangladeshi garbagemen were gathered around their evening meal. One looked up. "American?"

"Yes, look at boats."

"Ahh, boats, boats," and they went back to their discussion.

I wandered further back into the lot. The hulls were bigger here, some looking like they would be ready to go in the water. Others looked like I should be careful not to lean on them. It was full dark, though the city lights gave plenty of light to move by, and I was a little spooked by all the ghosts. I headed out and heard my name called. It was Faisul, come back to collect his crazy American, and we left to do something more comprehensible, shop for a radio.



Photos opposite from top: Sambouks moored alongshore. An ongoing rehab job. Note mooring bit across bow of this graceful hull. A dugout canoe.

Photos this page from top: The boats in the back lot tended to be bigger. New construction well underway. Floors and frames cut from natural crooks.



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Sometimes it all comes together. The motor doesn't balk, the boat stays out of the mud, the wind blows stoutly and steadily, and the clouds stay back, playing peek-a-boo over the horizon. Sometimes the sailing is so good, so story-book perfect, I'm dumbfounded, left with nothing but stupid thoughts: Why can't it always be like this, why don't I drop everything and go sailing every time the cruising promises to be so good? When a short cruise goes just the way I've always wanted a short cruise to go, it catches me off guard. Nothing to cuss at, nothing broke to fix, no problems to resolve. Now what do I do?

It can take awhile to adjust. There are days on the water, too many days, when, like a poorly trained horse, the boat refuses to go where you ask it to go. It pulls to one side or the other, it trots when you want a gallop; the recalcitrance tires you out before you're halfway to your destination. These are also the days when things go wrong, when the winch handle slides overboard, the centerboard jams and the anchor won't grab. But, sailors to the core, we are undeterred, we go back another day, ready to subject ourselves to still more abuse.

And then there are those rare outings when you can't restrain the beast. Like a pony freed from the stable for the first time in the spring, the boat bounds off and you can't tell it no. It doesn't want to slow down, it won't turn its bows back to port. These are the days our boats were built for, the days when everything falls together as we always knew it would, but somehow didn't expect it to happen on this particular outing.

When I hooked up my boat trailer and towed it to Centreville on Maryland's Eastern Shore one week last October, the signs were good. The sky was clear, the weather mild and, after I raised the mast and fixed the floats in place on the 25' trimaran, she slipped off the trailer and into the water without hesitation. This is a curious thing about my boat, an old Brown Searunner. Even launching from the same ramp, sometimes it slides into the water willingly, other times it takes a certain amount of pushing and shoving.

I was launching at the top end of the Corsica River, and the tide was out. This leaves about 18" of water over a layer of ooze deep enough to mire a brachiosaurus. I'd gotten stuck in this stuff once before. Until this happened, I had thought that having 16" of draft meant being able to get out and push the boat free should I ever run aground. Not so here. It's worse than quicksand. But this time, the boat behaved. The prop on the outboard churned up the bottom, leaving a dark brown chocolaty wake until I was a quarter mile from the launch, but I did not get stuck.

Out in more open water, where the Corsica empties into the Chester River, I set the sails and began a long, easy run southward to Kent Narrows, where the highway crosses the Chesapeake Bay to Annapolis. In the narrows a couple of hours later, the drawbridge opened right on cue. I motored through and around small, marshy Hog Island to find a splendid anchorage in Kirwan Creek, which cuts deeply into Kent Island. To my surprise, it was not lined with homes even though I



Heading south into Poplar Island Narrows.

## When Things Go Right

By David Dawson

could still hear the traffic on the highway. Subtracting a point for that minor inconvenience, I gave the anchorage a rating of 9 out of a possible 10. In truth, the Canada geese on the other side of the creek made a lot more noise than did the cars and trucks in the distance.

This is how it went for four days. The sky was that clear, sharp blue that only comes in October at these latitudes, the winds were strong but not overpowering, the sun comfortably warm and the air wake-up-and-breath-it crisp. Out in the bay, landmarks thoroughly obscured by haze in the summer now stood tall and clear on the far shores, reducing the apparent distances by half. The Chesapeake water, murky in the summer, had taken on a greenish tint and seemed to sparkle with life as I hadn't seen it before.

And in the anchorages, the geese were restless every place I stopped, chattering among themselves, taking off en masse or a few at a time, only to circle around and settle back down where they started. They were restless, excited, as though enjoying having the bay to themselves before the hordes of winter ducks arrived. And all along the shoreline the trees and bushes and grasses were putting on their brassy autumn colors.

I worked my way south, past slowly dissolving Poplar Island and through Knapps Narrows, getting a childish pleasure from signaling another drawbridge to open for me, and into the Choptank River. With the genny drawing like a horse, I all but raced up the river before turning the corner into the Tred Avon to find a spot for the second night in a creek across the tributary from Oxford. The chart read seven feet where the rudder told me there was not much more than two by scratching the bottom. So I dropped the anchor, tied the tent over the cockpit and heated up dinner. It took the geese a while longer to settle

down for the night.

By the third day I was beginning to understand the medicinal nature of these fall days and this kind of sailing. It wasn't just me. Everyone I ran into was infused with good spirits and an overwhelming sense of well being brought on by the seasonal elixir. In passing other boats, the usual wave was supplemented by a superlative or two regarding the weather or the scenery, delivered with a smile that said twice as much, as in: "Gosh I'm glad I'm here today, doing exactly what I'm doing, and aren't we just sitting on top of the world right now."

And the sails were up. There are days on the Chesapeake when more than half the so-called sailboats are not sailing at all, but motoring in every direction. This even on days when the wind is there, ready and willing to do its magic. But this week the boat with bare poles was the rare boat. The bay was not covered by weather that suggested sailing, it was simply crammed with weather that demanded sailing. Weather that tugged at even the saddest old sailboat hulks, promising proud, speedy journeys if only they would just spread their wings.

And so my old plywood boat, too, was moving for all she was worth. Heading back down the Choptank on a reach, the old girl paced along at six to seven knots in about ten knots of wind, the old sails finding unexpected strength in the morning breeze. The following day, after an overnight stop up the Miles River to visit St. Michael's, she all but flew up Eastern Bay on the way north, heading back to Kent Narrows. The morning wind was delivering a steady 15 knots from the northeast, and with the jib and main sheeted in snugly she careened up the bay, charging into the breeze, tossing thin, curling waves off the two of her three skinny bows that remained in the water and leaving be-



hind a foamy, gurgling wake. I stood in the middle of the boat, the tiller against my leg to steer, to take in the fine day.

It was magical, being carried along so effortlessly, so remarkably smoothly and quietly. For an hour and a half the boat just paced along in the fresh breeze, holding her course willingly. The sails did not need to be adjusted, there were no obstacles to be negotiated, no traffic to watch out for. Just a clean, straight, beat northward, with nothing to do but wonder at the wonderfulness of it all.

By modern standards isolated, having neither phone nor two-way radio on board, and distracted by nothing else during the 12-mile ride out the river and across the bay, everything that transpired took hold to form one of those indelible memories that make a dozen sailing mishaps seem in inconsequential. The bite in the fall wind, the play of the low sun's light on the rumpled bay, the musical swish of the water as it swept by the boat. It was exhilarating, a sublime mixture of place, time and sensation. Would that sailing could always be so fine.

As I motored back under the bascule bridge at Kent Narrows, a very large and very classy motor yacht was waiting its turn to move south through the bridge. In the main saloon, a row of large windows revealed a party of well-dressed guests chatting in small groups, some with drinks in hand. A party of sophisticates, it appeared. But not a one was looking out the windows, and the three or four who were on deck were talking among themselves, showing no interest in what was going on around them. Were these people boating? I wondered.

When it was time to leave, the boat motored to the launch ramp willingly, but once tied up, showed reservations about being pulled out of the water. She had slipped in unhesitatingly, but now balked at the prospect of returning to the trailer. She twisted away from the cradle mounted on the trailer as I worked to get her nose in. Once attached to the winch, she hooked her foot somewhere on the trailer bed in protest, like a stubborn child. It was as though she knew that once home, she'd be put to bed for the winter.

I suppose boats don't have memories, just a collection of dings, scratches and repairs that suggest their history, their exploits, their failures. But to we boaters, life is much sweeter. For after the pleasure of a truly fine outing, we carry with us those indelible and incomparable memories of good and deeply satisfying times spent on the water. Memories that sweeten as they age and take us back to the water again and again, sometimes in the flesh, other times on a cerebral cruise.



## Dragon Boat Races at Glen Cove

In early October, Glen Cove, that beautiful city on Hempstead Harbor, Western Long Island Sound, home of the Hempstead Harbour Club (1891) and Glen Cove City Y.C., was host to yet another form of messing about in boats, the Hong Kong Dragon Boat Races.

These were a series of elimination match races, using two 39' dragon boats with crews of twenty paddlers plus steersman and drummer, over a 300 meter course in Glen Cove Creek, with finish line at the

paddlewheeler *Thomas Jefferson*, a local excursion boat.

Overall winner was the Glen Cove Chamber of Commerce, who cosponsored the event with the Hong Kong C. of C. Paddling styles ranged from utter chaos (probably evolved from the Chinese fire drills) to real precision.

A charity dragon boat race is being planned by the Glen Cove Marina for spring 1995.

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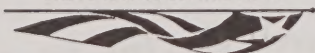
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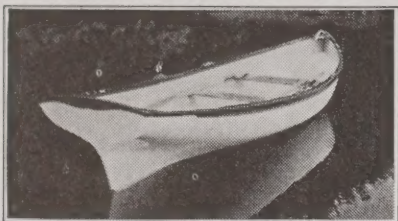


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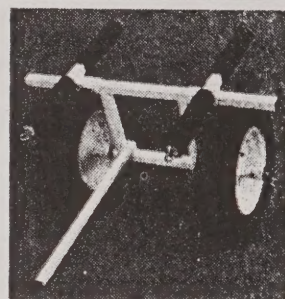


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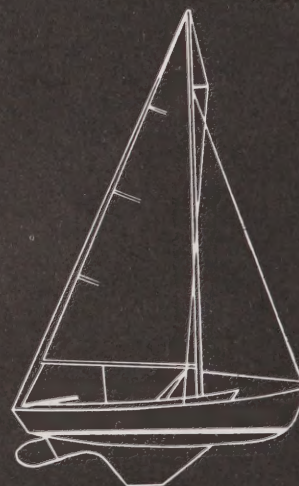
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## Reconnaissance, Product Testing, Play

By Jim Thayer

Starting along in April I had promised myself that I would get down to Lake Powell and check out the venue of the Kokapelli Meet. What with one thing and another it was late May before we hit the trail.

A side trip to view the Grand Gallery cliff paintings in Horseshoe Canyon was included to break up the five hour haul to Bullfrog. You know the thing about all work and no play, one of my guiding principles.

Arriving at Bullfrog after two days in the seclusion of the boonies brought a rude awakening. The parking lots were full with on the order of 1,000 boat trailers. A spectacle unknown outside a few big lakes of the west.

As luck would have it, we were into the Memorial Day weekend. The campground was full and the vast sandy flat sloping down to the water resembled, from a distance, a mideast refugee camp. Closer inspection revealed it was populated by nubile females and slack-jawed, can-holding youths. Daytona West! Grabbing a couple of documentary photos, we beat a hasty retreat.

A check of Stanton Canyon free camping just up the road revealed more of the same. With unbounded trepidation we headed for our favorite hangout at North Bullfrog. You guessed it. Seizing on a faint track that led into the verdant tamerisk jungle, we emerged at last on the cutbank of one of the small streams which feeds the lake.

A dead cow floated serenely on the muddy waters, unperturbed by the two jet-bikes roaring past. It's luckier kin shuffled through the bush and, judging from the abundant pies, managed to find something edible. It was a scene to which only Abbey could have done justice. Well, thank goodness for cows. There wasn't a camp in sight.

The lake has been very low since our last adventure there (February 15, '91 issue). The muddy delta had grown thick with the exotic tamerisk, which the rising lake was now invading. To seaward here was a

narrow channel along the cliff and a large expanse of half submerged bushes. It was dead to windward but looked to be manageable.

To slide the Limpet back on her rack preparatory to unloading, I looped a line though the lower gudgeon and put my weight on it. Pow! The two rusty drywall screws pulled out. Shucks. But no big deal. We'll just hammer some twigs into the holes and screw it back. Rigging up at water's edge I couldn't find any pins (nails) for the rudder. We were driving the newly acquired Big Ford and it hadn't yet accumulated the bits and pieces of hardware essential to my style of boating. No problem. Some stiff line will serve.

We had brought the Limpet to work on because she had never been set up properly. I had put the C/B quite far forward to clear up the cockpit. She sailed fine in light air but when it blew she had way too much weather helm. It was especially bad on port when the sail was free of the sprit boom. Keeping the board part way up mitigated the problem but didn't cure it. Because of this we didn't stand a chance of beating out the narrow channel.

We set out motorsailing, me on the oars and Janis tending the sail. We got on fairly well, however, it was more work than this old sailor is fond of. We wound up against the cliff at one point and I gently reminded the mate to keep a sharp lookout. I'm sure that there is no need to recount the ensuing discussion.

Bye and bye the channel widened and the slant improved enough that we tried sailing. We made several boards, pointing much better on starboard. Finally we missed a tack and bore away full tilt into the bushes. Surprisingly, our progress was hardly impeded. We would tack in the small clearings and were getting along well as long as we avoided the thicker clumps. We were getting into the spirit of the thing when there was an ominous wobble in the rudder. Lashing loose? Nope, screws pulled out. At least, thanks to the lashing, I hadn't lost the irreplaceable Walt Simmons gudgeon. Looks like

time to head home.

The truck was downwind so there shouldn't be any problem. We were out in the open so were getting the full benefit of the wind, about 15+. A little thought will suggest that without a rudder downwind is the worst point of all. If we had considered it we would have jerked the rig and rowed quietly home.

As it was we embarked upon a series of wild swooshs, roundups and maniacal jibes. Holding an oar over the side was not much help. From time to time the mate was heard to wonder if maybe we shouldn't be doing something differently. Suddenly we seem to lose way and we couldn't get her going. All she did was flail around. Finally, a systematic check disclosed that the main sheet was looped around the big bush behind us. Nothing to do but turn one end loose.

Never row downwind. We hung in there and finally arrived, honor intact, only a couple of feet from our launch point.

Any lessons here? Well, let me think. Number One, never go anywhere on a holiday. Secondly, never cut corners just because you are in a hurry to get overboard. The dry wall screws would have held a long time but back at the shop I found that they had just grazed the backing piece and were held mostly by the 1/4" ply. Always have a good junk box. There is nearly always time to consider the pros and cons of the next move. Any mistakes are, by definition, the captain's fault. You can get into trouble in the bushes but you are not likely to drown.

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# Whatever Happened to the Mass Bay Hustler?

By Tom Doane

The several responses to my first article inquiring into the historic designs of small craft (April 1, '94), specifically an 1800 sloop, commented about a book entitled *Sloops and Shallops* which added a great deal of information to my search.

Later during a visit to Mystic Seaport I found an example of what I was talking about in my article. A boat named the *Emma C. Berry*, called a Noank Smack and dating from around 1850, was moored in the anchorage. This boat was strongly built, single masted, had a nice clean clutter-free deck with a small cuddy cabin. She also had a beautiful sheer, so at least in some designs there was some style as well as functionality. As the *Sloops and Shallops* suggested, the need for cargo space resulted in some not very pleasing designs. A very wide beam looked very much like a cat, but a long bow sprit allowed the use of a jib and staysail. Thanks to those readers for their encouraging responses.

Now I want to write about a subject brought to my attention by another book entitled *Early One-Design Sailboats* by Diana Eames Esterly, published in 1979. There are many one-design fleets, but the designs in this book date from before 1925 (the oldest is from 1885, the "North Haven Dinghy", possibly the first one-design class). Therefore, these boats start about at the end of the workboat era I discussed in my first article. What is great about the boats in this book is that essentially all the designs are still active today. This is 15 years after the book was published and over 100 years after the first North Haven Dinghy was launched.

Designs shown in the book that can still be found along the east coast include Stars, O-Boats, Beetle Cats, Dark Harbors, Herreshoff 12-1/2's, 15's and S-Boats, Cotuit Skiffs and many others.

One of the others I really liked from 1925 is the Massachusetts Bay Hustler. It is 18' LOA, 8" fairbody draft with a very large centerboard, 4' draft with it down. It has a beam of 6' 5-1/2" and carries 180

sq. ft. of sail. The wooden version of the boat has no frames but longitudinal stringers with transverse planks. Minimum hull weight is 750 pounds. This and the wide beam (and deep centerboard, I feel), makes a very stable boat for new sailors and youngsters. In fact, while asking around about the boat, I found that everyone who's sailed along the north shore for any time knew about the Hustler and remarked on what a great daysailer it was.

According to the author, the boats originally were painted bright colors to attract attention and hopefully help the fleet grow. All the boats in the original fleet had names that began with "H". Apparently the fleet grew to 88 boats by 1954, and in the 50's Hustlers started to be built in fiberglass.

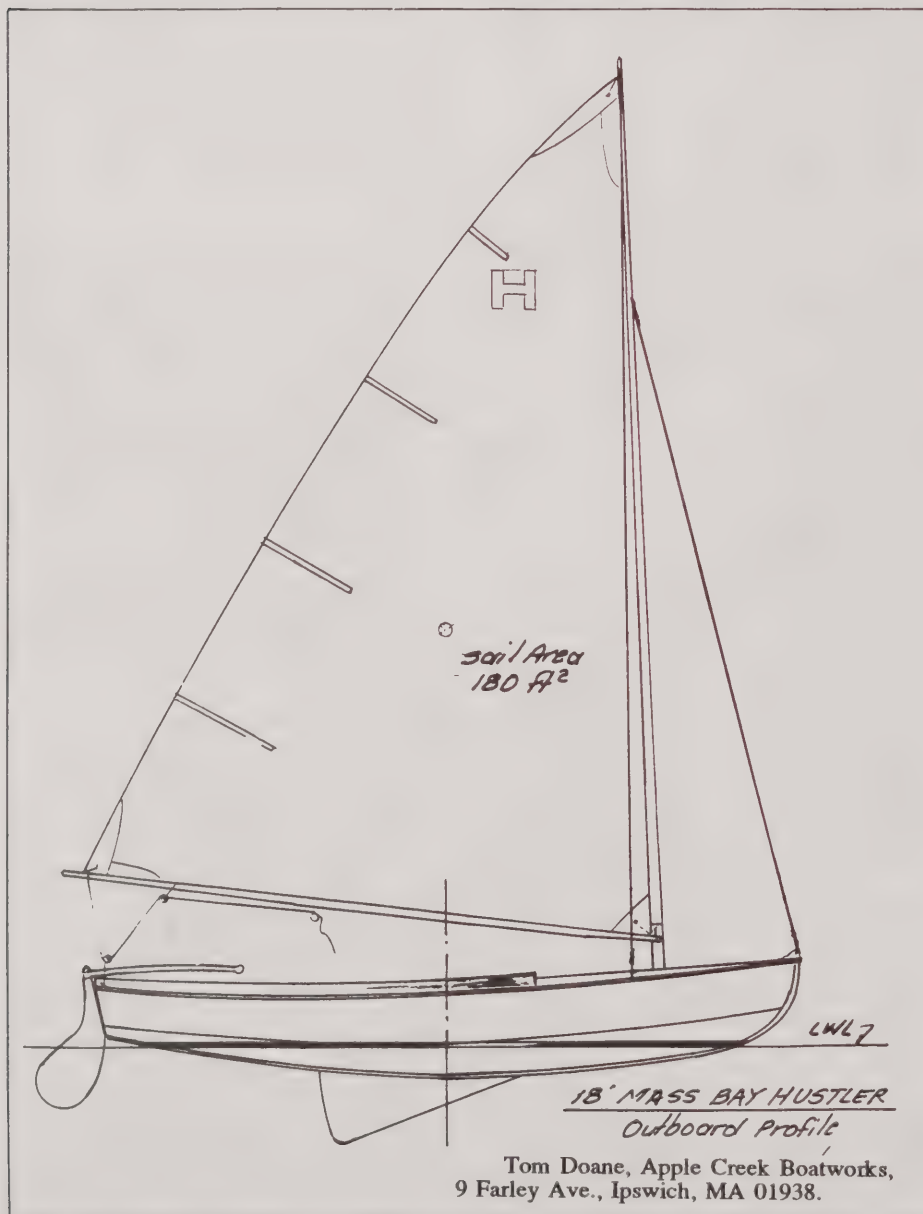
My interest in the Hustler comes from a continuing search at my club in Ipswich Bay for a good one-design class to use as a training boat for kids, and for club racing when the entrance to Plum Island sound gets fogged in or cut off by the surf that builds up off and on at its entrance. The boat has to be easy for kids to handle but powerful enough to handle a current that runs at all tides in the sound.

I liked the idea of no frames, because it seems a couple of molds could be made that would allow several hulls to be made very quickly and then given to club members to take home and finish out. My idea would be to fiberglass over wooden bottoms and leave the topsides plain wood with bright colors or hopefully a couple with natural finishes. A great naming system would be all Hustlers, Bandits, Desperados, Highwaymen and such.

But where are they? According to the book, the only remaining fleet was at Wollaston Yacht Club, in Quincy, Massachusetts in 1979. After calling there and talking to a couple of people I was afraid they were gone because no one seemed to know what I was talking about. But then the *Boston Globe* printed an article about Quincy Bay race week results, and there were the finishers of the "Hustler" class.

So it was off to Quincy and look, which I did and there they were, moored at Squantum Yacht which is next to the Wollaston Yacht Club right along Quincy Shore drive. There were about ten of them, all in bright colors, with distinctive sheers and long overhangs, alongside several modern fiberglass boats. What a beautiful sight. The best part, though, was that the younger people seemed to know all about them. Several must have been crew at some time or other.

I placed an ad in this magazine asking if anyone knew about availability of Hustler plans but have not had any response as of the end of November. I have drawn a set of plans from the lines from the book but there appeared to be a lot of distortion from the printing process. However, my design has a Cp of 0.52 for the hull only and Displacement to Length of around 150. Does anyone have any suggestions on these numbers, and/or are they interested in a Hustler one-design fleet? It sounds like a safe and fun boat.







Here is my latest design, the sixteenth on the current list of my available small craft plans. Named after William Bliss, author of *Rapid Rivers* (1935), an evocative account of open canoeing on some of Britain's rivers, the *Bliss* is intended as a solo or short double canoe capable of carrying two adults and lightweight camping gear.

*Bliss* is 13'7" (4140mm) long with a gunwale beam of 33" (838mm); maximum beam at the upper chine is 34" (864mm), and approximately 29" (737mm) at the 4" (100mm) waterline; mid-depth is 13" (330mm), maximum end heights approximately 22" (558mm), may be less to

## The DD23 *Bliss*

By Dennis Davis

choice. The photo shows 19" high ends. Dimensions are given in both inches and millimeters on the drawing.

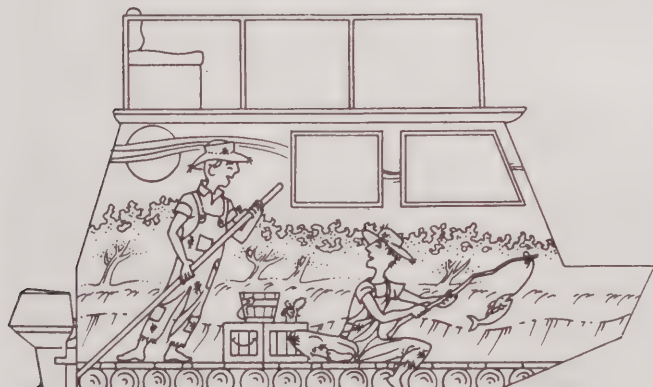
The hull is symmetrical double chine, shallow V bottom, with a straight keel line rockered toward the ends. The *Bliss* handles well both solo and two up, being stable, easy to paddle and responsive.

The *Bliss* is built from two 8'x4' (2440 x 1220mm) sheets of 4mm thick plywood. From these are cut the hull pan-

els to make the stitch and tape hull, two plywood seats, ply end decks, and eleven pairs of floor stiffeners for the bottom panels. Timber for rubbing strips and framing the seats is also required, along with glass fiber tape and resin.

The *Bliss* is an excellent canoe for either the newcomer to open canoeing or the experienced solo paddler requiring a lightweight, responsive, and above all, inexpensive craft.

Plans cost only \$24 including second class air mail post, directly from me, Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.



I'm holding my breath! I see that Condoship was in the October 15th issue. I wonder if this will draw some fire from those who think an \$8-million boat is not exactly for messing about. However, as we all know, much of the interest in boats is at the dream level; so dream BIG!

At the other end of the scale, we have Dream Boat. Now here's how dreams can really come true. It's a floating box, just 12' LOA and 6' beam. Done houseboat style. So you want Tom and Huck's raft? An aircraft carrier? (Actually, you can have both; just paint different ships on each



## Dream Boat

By Jim Betts

side.) Or you can have a tramp steamer, four-masted schooner, etc. It will be necessary to find a good (and cheap) local artist to make your dream come true.

The cabin has 6' headroom and there's the 6'x 8' deck. A lot of boat in a small package. A 25hp outboard should be plenty.

There are no plans. You just get some 2x4s and 3/8" plywood and build it. If

there is indeed sufficient interest I might work up some plans though.

A top-end version would have holographic projection in the cabin that would project onto the windows. Forward, you'd see the flight deck of your carrier (cargo ship, etc.) or the Amazon River. You could project violent storms or tropical islands on the side windows. Recorded sound of jungle drums, jets taking off and such. (I said it was a "dream boat.")

**Follow-Up:** Jim Betts does his designing from P.O. Box 1309, Point Pleasant Beach, NJ 08742.





## These Things Take Time

By Jim Thayer

Sometime during the crest of the ferocious boat wave, around 1960 I'd guess, I got caught up in the enthusiasm. Undaunted by family responsibilities and four small kids, I managed to fall through an employment crack and found myself with time for a boat project.

Around this time The International Amateur Boat Building Society (IABBS) was near its zenith and the winner of their annual contest was Peter Ibold's 35' *Endurance*, a clipper bowed pilot house cutter. The plans were cheap. Go for it.

She was lofted, an armature built, and plastered, in jig time. Then it was back to the rat race and things slowed down. The next few years saw a deck, a salvaged Petter diesel, (10 hp @ 600 rpm) and a deckhouse. I was working in Annapolis and every weekend on the way home I crossed an abandoned railroad. I would stop and load the poor Volvo with tie plates, spikes and other junk. I kept a tally and I think the ballast is about right. There we stalled. No cockpit, no rudder, and no prop.

Getting into the boat business insured that I would never have time for anything else. Colorado nailed the lid down. When Ma sold the farm (June 1, '93) something had to be done. We had her trucked down to Yankee Point Marina on the Corrotomen, put a piece of plastic over the cockpit hole in the rain, and headed west.

Quarterly bills for \$210 kept her much on my mind. Gotta do something. The Charleston Maritime Festival and the St. Michaels meet gave me an excuse to head east. The days between were a frenzy of activity. A cockpit was built, bottom holes puttied up, hull epoxied, and bottom painted.

Over she went. Floated right on her lines, dusty bilges, awesome ship. Chest swelled with pride, but remember, she's just a barge. What to do now? Tow her with my Mighty Mite?

By an incredible stroke of luck, Bob Burn, old buddy and experienced trans-Atlanticer, showed up and mentioned that he needed a permanent Bahama boat to eliminate his tedious big boat commute. I steered him right to a Sailmaster 26 that looked to be a great bargain. He bought. The 9.9 OB was jerked out and put on my tin skiff.

"Don't even think about towing a sailboat without a rudder," Bob admonished. He strapped the skiff to the transom using a paint roller pan for a fender and away we went.

Since he can't see anything forward I get to stride the deck like Nelson, directing him with imperious gestures. Whatta trip!

The final approach up Bell's Creek was a tricky multiple dogleg but we made it. We shoved her aground, ran out three anchors and two lines ashore and there she lies, snug for the winter.

She took longer to "raise" than the four kids, but I think she'll turn out alright. Ya just gotta hang in there.



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# High & Dry

By Denise Brown

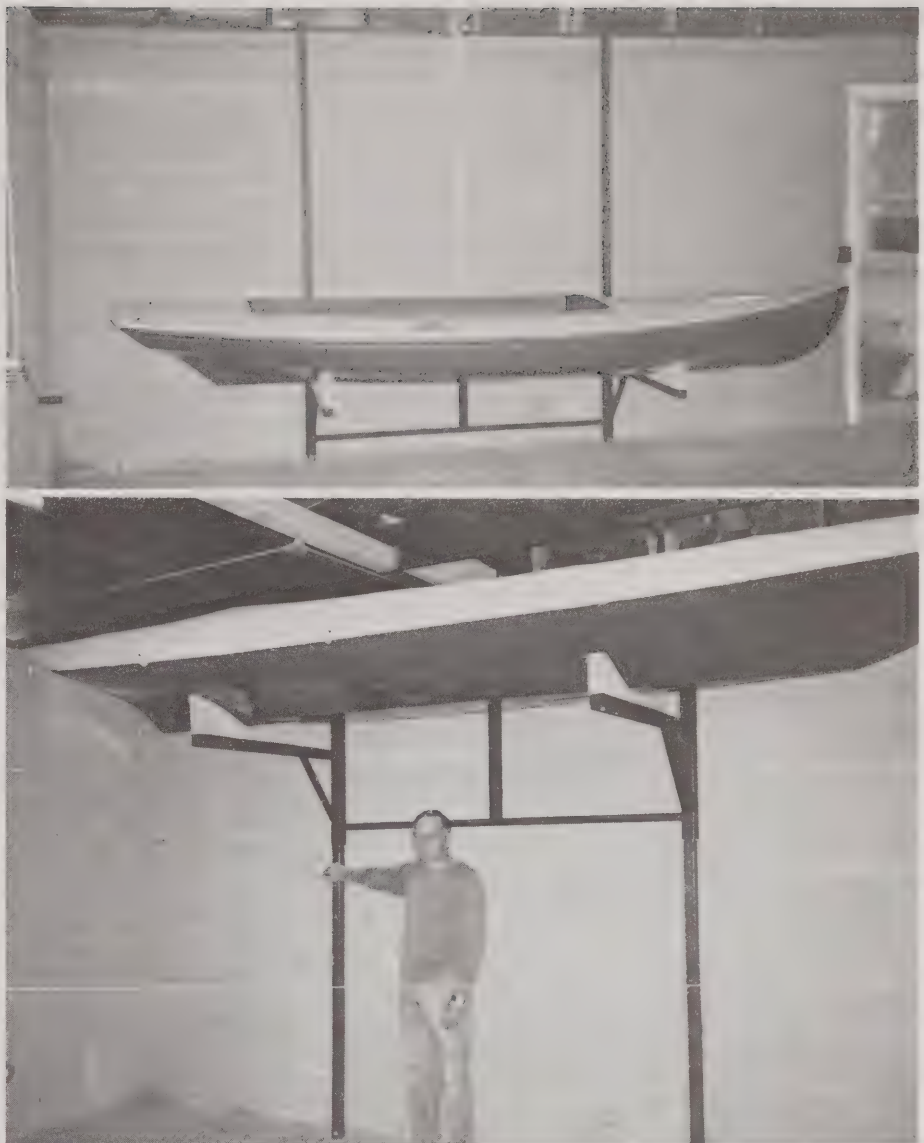
A Melonseed Skiff by Crawford Boatbuilding is far too lovely a boat to store outside. When I bought my Melonseed, my car was relegated to the driveway. Oh how I wished I'd had a three car garage for my two vehicles and the boat. Every time I looked at my car sitting outside I thought "what is wrong with this picture?" The car cost me four times the price of the boat. Yet for the last year the car has continued to sit out while the Melonseed enjoyed the warmth and security of the garage.

My problem was recently solved by a friend who designed a winch operated boat lift for the front of my garage. The lift was welded from square, tubular steel. The boat support slides up and down on two vertically mounted, square tubes secured to the top plate of the garage and resting on the floor. A 2,000 lb. pulley hoist, with 1/4" nylon line, was rigged from the top of the lift, through two pulleys, and down to a 600 lb. capacity hand winch. The cradles were fashioned to fit the curvature of the hull, covered with carpet and mounted onto the support arms of the lift. Two people can easily lift my 170 lb. Melonseed from the trailer onto the cradles. The boat is then effortlessly hoisted to the ceiling. It is secured by two steel pins inserted through holes in the vertical tubes.

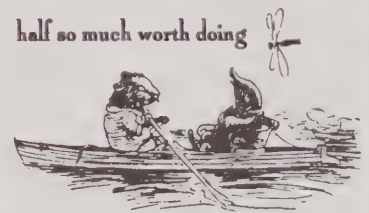
Once secured, the boat rests quite high and is completely out of the way. What a thrill to pull into the driveway, push the garage door opener and put my car into the garage. The best part, however, is seeing that lovely Melonseed hull every time I come and go. The trailer is secured and covered outside.

The steel cost \$105. The welding was done by a friend at no cost. The 2,000 lb. pulley hoist was purchased from Northern Hydraulics, Inc. Catalog for \$8.99. The 600 lb. capacity winch was purchased from the local marine store for \$18.95. The wood and carpet for the cradles were scraps. We completed the lift for under \$135.00.

This is a great solution to the winter storage problem and can be built quite reasonably if you have some talented and creative friends.



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## Tools

I have read, and indeed composed, various ideal lists of tools to be used in the course of building a boat. Here I propose instead to go through the tools which I actually possess. These are mostly necessary and obviously sufficient to the activities of the low budget boat builder.

Some of these are put to uses other than those intended by their manufacturer. Certain of my techniques will surely strike horror into the hearts of real professionals but my methods are intensely goal oriented.

Power tools first: Electrically driven tools all do jobs which can, in principle, be done by hand tools if you have a great deal of time or a most pressing necessity. In many cases the use of a relatively expensive tool will pay for itself on just one job. For example, compare the cost of a 1/2" drill motor with the cost of keeping a boat up on stands at \$25 per lay day while drilling a half dozen 1/2" holes through a 1" steel member with a hand cranked drill! The same sort of thing can be said for powered saws etc. Often the enormous time savings enables you to do the same job in a much more effective way or (constructibility is a vital element of design) do the job at all in a practical sense.

Nevertheless, it is useful to remember that if your plans for cruising do come to fruition you may well find yourself far at sea or moored in some backwater forced to make some repair without access to 110 volt sources. Ask yourself, "How could I make this work with nothing but human power?" The answer may one day prove invaluable.

I have six power tools of which three are pretty much necessary in all of my projects with the other three having the status of being either greatly convenient or necessary only for certain very specialised tasks (here I am thinking of my circular saw which was purchased expressly to cut grooves in the staves which formed my mast).

My hand-held jigsaw is a most useful item. At first I used only Black and Decker's cheapest model, \$14 at K-Mart, which would very happily cut any piece of wood from 1/4" ply to 1-1/2" planks, and by working your way around it could even take on a 4"x 4" baulk. This rough usage would kill the little beast in a few months but at the price charged I would just throw it away and buy a new one. Unhappily, B&D discontinued that model and their new cheapest saw, of a different design, cost nearly \$26 and showed a consistent tendency to come apart within the first week of use.

I finally had to go to their \$50 model to get the same reliability in an inconveniently larger size that the good old fourteen dollar one had supplied. My present jig saw is an old Craftsman which Fred S. gave to me last year and which after I disassembled and rewired it works pretty well, barring a tendency to buzz a bit and overheat if I leave it plugged in between cuts.

Use new blades whenever possible. As a blade dulls the process is gradual enough that you do not notice the loss of performance and the increasing difficulty and roughness of the cuts until you put in a new one and hear the saw sigh with relief as it comes back to life and begins to zip

## Boatwork

By Scott White

through the job with renewed zest. It is worth the four or five dollar cost of a carbide coated blade to cut fiberglass. A blade intended for wood will have rounded, melted looking teeth after cutting 6" of 3/8" fiberglass while the carbide blade will cut through the same material as if it were mere plywood and will keep on doing so indefinitely. My carbide blades tend to break off at the little holes where they are held by the reciprocating shaft of the saw but work just as well when I stick the stump in place and reef down on the holding screw.

These little jigsaws can even be held in the hand without any sort of table support and used like a knife to trim in odd places or difficult angles. They are relatively safe tools. The blade and shaft have little enough mass that it is almost impossible to give yourself more than a slight scratch or cut even if a piece of flesh gets in the way of business. The hand held jigsaw is one of my indispensable tools. It is versatile, effective, inexpensive and safe for the user.

The circular saw is a different story. Frankly the thing scares me. That big massive blade spins awfully fast and I've no doubt that it would lop off a finger or two before my reflexes could pull back from danger. I always think out each move and cut before I plug it in and again before I squeeze the trigger. This habit makes me feel at times like a cautious old lady but I still have a full complement of fingers and toes.

Mine is a Skil brand which I bought for \$50 at Home Depot. It came with a carbide tipped blade and works beautifully. It will rip and cut with lovely clean edges and it's plate can easily and positively take angled settings. A fine tool and a great value for the price. It falls in the greatly convenient but not quite necessary category. Cuts which it makes with ease could still be done, if less conveniently and with some strain, by my jigsaw. And it does make me nervous in use.

The drill is probably the most essential of the powered tools. I could make shift to get by with hand saws but I just cannot see myself putting many holes through metal or fiberglass with a hand operated drill. One-half inch is the only size drill to own. You can still use tiny drill bits if you are careful and the massive power of the half-incher gives reserve even at the limits of it's design performance. If necessary, you can use one of the inexpensive kits on the market and do one hell of a lot of grinding with this drill.

I currently own a monstrous Taiwan-built one, reversible, which I bought because I was short of funds and it cost a few dollars less than a B&D. It's only fault, aside from it's clumsy size, is the chuck which has overly brittle teeth to engage the key. A number of them have broken off in use, although I can still tighten it down as tightly as I might wish. In fact this is my second such drill, the first had the same brittle tooth problem and the store cheerfully took it back and gave me a new one.

I was impressed that it came with a

pair of spare graphite brushes for the motor. I like a device which is designed to be repairable. In point of fact, the original brushes are still in place and I have drilled innumerable holes including the six 1/2" inch holes in the 1" thick steel keel member of *Sun Hawk*.

A drill is only as good as the drill bits it turns. Fred S. also gave me an old bench grinder from the bottom of his locker. This has coarse and fine wheels and works super for sharpening drill bits. A dull bit doesn't make a great deal of difference when used on wood. Oh it cuts a little slower and the exit hole will be a bit ragged, but this is seldom even an inconvenience. When you go to drill a hole in steel, however, a newly sharpened bit is very like magic. Instead of generating endless tiny grains of metal while you lean heavily upon it, a sharp bit bites in and curls of steel peel out of the hole as the bit steadily drives through.

It may take a craftsman to put a perfect edge on a bit, but it is not all that difficult to do a job which gives a miraculous improvement in performance. I suppose that I could sharpen them with a file and a stone but the ability to sharpen a bit in seconds in the middle of a job, makes the electric grinder a highly desirable tool, even if it is only used a total of minutes per month.

My last two electrically powered tools are also abrasive devices. I have a Sears disc grinder and a little Black & Decker orbital sander, a "buzzer" I call it to myself.

The disc grinder cost about \$50 and is my primary sanding tool. For rough work I load it with 24 grit and use 36 grit for fine finishing. Either texture will reliably remove lots of material in a most gratifyingly short span of time. It will grind the bottom of the hull, even out the juncture of two pieces of whatever, and easily trim a bit of wood, metal, or fiberglass when it is not convenient to break out my saw. I use it to sharpen chisels and work knives. As the disc dulls from use it becomes well adapted for "delicate" work such as smoothing teak gratings etc. The relatively coarse, by real marine/yacht standards, surface it leaves is ideal to soak in thinned epoxy resin as prep for a Steelflex or pigmented resin coating.

The poor thing died one day and after several disassemblies I realised that it needed new brushes for the motor. A set of spares which had come with my Taiwanese drill easily filed down to fit and put it back into operation. Unhappily, in the course of my diagnosis I had lost a crucial piece of the on/off switch built into the handle so it is now turned on and off by plugging and unplugging it from an extension cord. Nevertheless it is an invaluable tool and I would be loath to do without it, although I suppose that, bottom work excepted, I could do so.

My "buzzer", the little orbital sander that takes six inch squares of sandpaper is the last of my power tools. It is also the least important. I use 60 grit sandpaper, that being the coarsest that I can find, and take it out only for ultra-fine work or for very large area jobs. If necessary I could use my disc grinder for everything the buzzer will do.

(Next issue, hand tools).



# BUILDING "TOAD HALL"

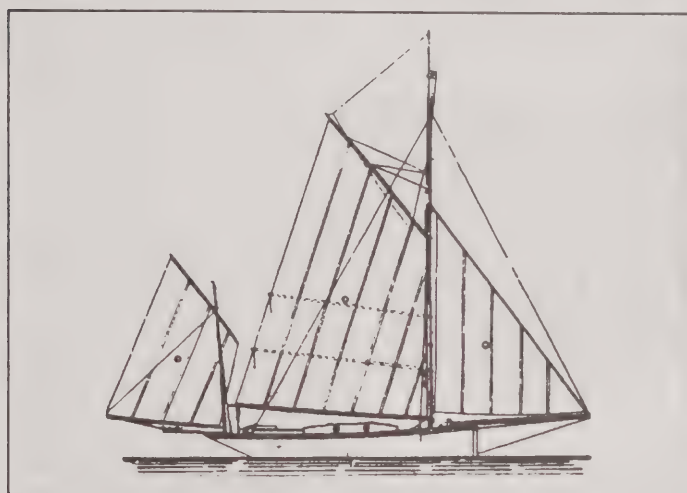
a building journal in 12 parts

by David N. Goodchild

## A REPRISE

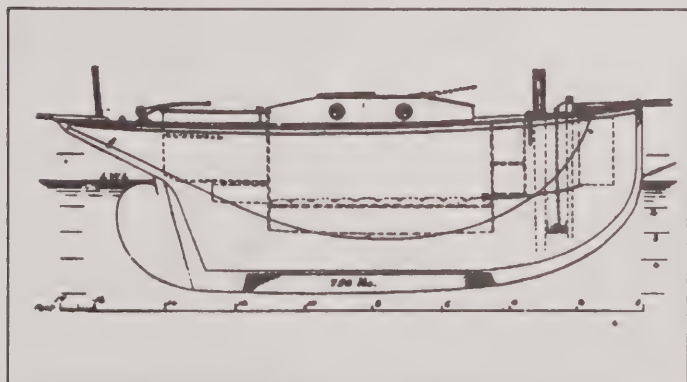
Some time has elapsed since the last episode of *BUILDING TOAD HALL*. A variety of major and unusual familial interruptions conspired to halt work for nearly a year. Now that things have subsided to a more manageable level of crisis, I am back to work on *TOAD* with renewed vigor. For those new readers and for those who have forgotten what went before during this reluctant hiatus, here's a brief reprise.

*TOAD HALL* was designed by W.P. Stevens in 1888 as the singlehand yawl, *DEUCE*. He (*TOAD* is not a she) is a Yawl, 17' 9" overall in my interpretation. My chosen mode of construction is cold-moulded 1/4" plywood. My methods however might be a little unusual. *TOAD* is built on a Central Girder made up of two layers

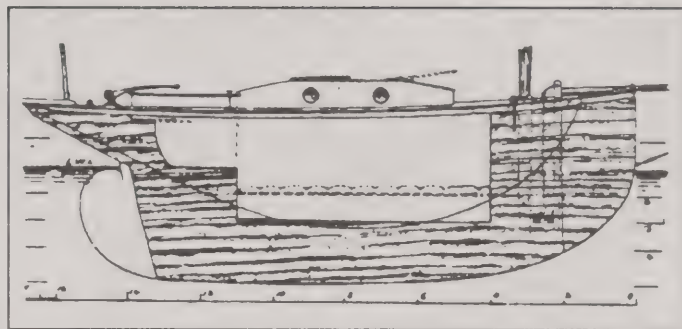


SAIL PLAN

of 3/4" plywood which runs vertically the length of the boat. Only the living space and the cockpit are cut out from this leaving the Girder intact in all other compartments. The Girder is mounted between two pivots on steel standards and during construction the entire boat can be rotated around these points to facilitate building. The inner hull (or ceiling) is completely watertight and is made up of two laminations of 1/4" ACX fir plywood. Overlayed onto this is the Girdle Frame which is made up of eight 1/4" laminations interlocked together. (This is described below). Bonded to the Girdle Frame is the outer hull which consists of three layers of 1/4" ACX fir plywood. The 2" space between the two hulls is filled with foam. There are 22 watertight



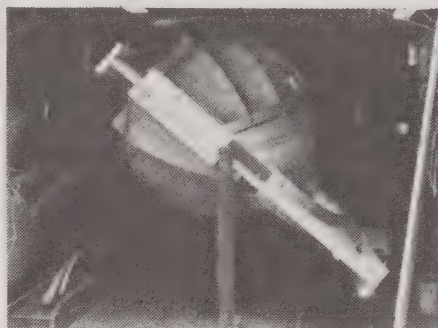
THE SINGLEHAND YAWL "DEUCE"



THE CENTRAL GIRDER

compartments in the boat and these, combined with the foam, provide 64 cubic feet of flotation or enough to support 2 tons of displacement.

A sample of this construction is shown in the photograph in the following text describing the Girdle Frame. This one square foot of hull weighs 3.92



ROTATION

pounds. As near as I can figure this translates to a total hull weight of about 800 pounds. Not including ballast of course, and not including accommodation furniture, deck and cabin trunk, rig or stores. This is hull weight only!

*TOAD* is designed and built for a singlehanded voyage

around the North Atlantic Rim via the Northeastern United States and Canada, West Norden, the British Isles, Northern, Central and Southern Europe, Northwest Africa, the Northeastern coast of South America, the Caribbean and the Southeastern United States.



*TOAD*'s rig is pretty much as shown in the drawing of the sail plan except that in addition to the fore and aft sails shown, *TOAD* will also carry a course and a raffer. This probably makes *TOAD* a Revenue Yawl; the next best thing to a Revenue Cutter! The spars are constructed using 1/16" Douglas Fir veneers, cold-moulded over cores of Schedule 40 PVC plumbing pipe.

This brief review should bring everyone pretty much up to date on everything that has been described in this publication to date.

### PART 9

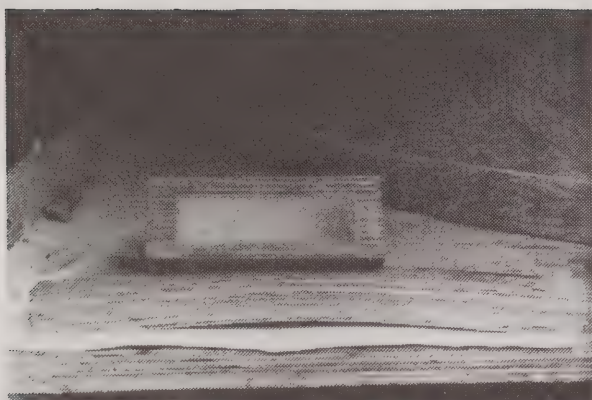
## PLANKING

(continued)

## THE GIRDLE FRAME

My original plan was to use plywood for making up the Girdle Frame. I had no specific reason for this other than the fact that I was using plywood for almost everything else! I made up a sample of this and tested it for rigidity and was very pleasantly surprised by its tenacity and strength. The plywood beam was able to deflect to a full

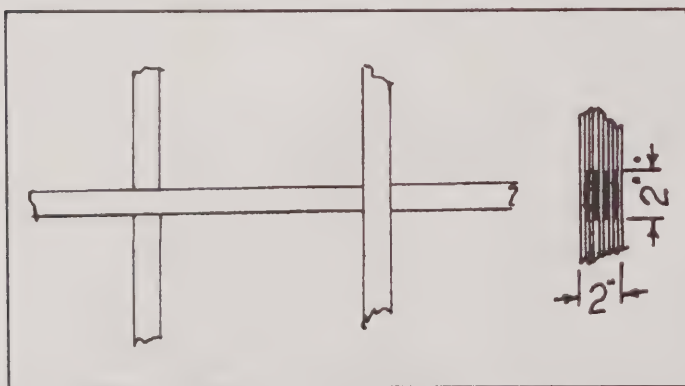




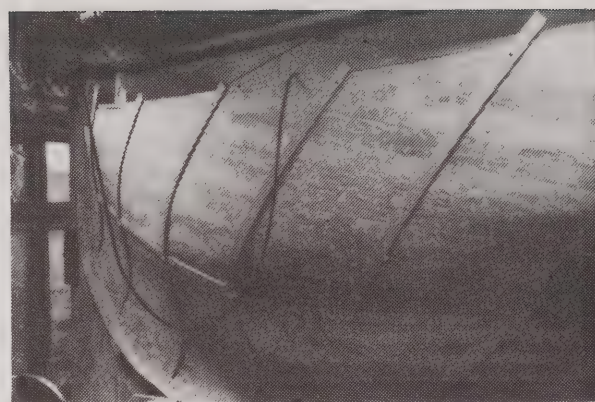
HULL SAMPLE SHOWING FRAMES, INNER AND OUTER HULLS AND FOAM

2" and yet still spring back to its original shape. It was further able to withstand more than a ton of pressure before fracturing. The testing procedure was elegant and sophisticated. I jacked up the front of my friend's full-size Dodge pick-up truck and observed the results. Since the truck weighed in excess of 4,000 pounds, and since we placed the beam under the center of the front bumper and jacked from there, the greater preponderance of the weight was on the beam. The front wheels were lifted nearly clear of the ground before the beam fractured slightly. We estimated that this was easily a ton of weight, probably significantly more.

Following these high-tech adventures, I realized that plywood was probably not the best material for the frames, in spite of its excellent showing. In at least a third of the frame, the grain of the material would be oriented in exactly the wrong direction; (across the frame), when for maximum stiffness and resiliency I wanted all of the grain to be oriented lengthwise. In addition, ripping the plywood was tiresome and awkward. I decided to make up a couple of additional samples using spruce as a framing material. I bought a couple of 2 X 4's and made up a sample beam. Just as we had with the plywood, we did the jack and truck thing again. The beam was able to withstand even more pressure this time and only broke because I had been careless in laminating it and had precisely aligned knots in three neighboring laminations. The beam broke at this spot. If the material had been clear of knots, or had they been oriented so as to avoid appearing all together in the stack, I am confident that the showing would have been even better still. Perhaps a ton and a half! I was however more than satisfied and decided to use the spruce as the material for making the Girdle Frame. I ripped up a couple of 2 x 12's on the table saw and stacked them ready for applying to the inner

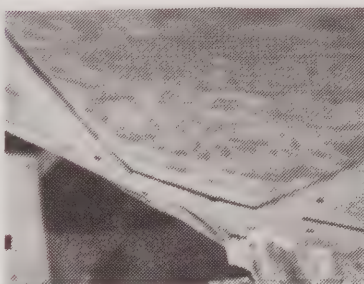


THE INTERLOCKING GIRDLE FRAME



PLANNING THE LAYOUT

hull. Because I ripped from the narrow dimension of the 2 x 12, the finished frame strips measured 1 1/2 inches by 1/4". I had decided that



THE "BUSTLE" FRAMES

I didn't really need frames measuring 2" x 2" in view of the excellent performance of the spruce but I still planned to retain the 2" separation between the hulls so I would still laminate eight layers of frame stock to arrive at the finished dimension for a frame of 1 1/2 inches by 2 inches.

I took about a day to play around with the arrangement before I decided on the final application. I spaced the

frames on approximately 2-foot centers, orienting one set towards the bow and another set towards the stern. This formed a lattice with intersections at the turn of the hull at the waterline and also at the sheer clamp. I particularly wanted these two areas to be well re-inforced since the sheer is the weakest portion of the hull and the turn of the hull is also vulnerable should the boat fall over on its side while drying out. Since many of the planned voyaging areas have a large tidal range, this concern is valid.



HORN TIMBER

After all this had been plotted, I decided to run two more frames around the counter, just abaft the rudder. This added even greater reinforcement to an area which is generally the weakest in overhanging counter sterns; the area supported by the horn timbers. It is true that **TOAD** really doesn't need this reinforcement, since what passes for horn timbers in his construction is 4 1/2 inches of plywood which carries from the underside of the counter to the underside of the deck. There is really

no weakness here! However, belt and suspenders never hurt, or as Brion Toss said in his most recent book *The Rigger's Locker* when quoting an old Maine proverb-- "Nothing too strong ever broke!" Besides, I needed to space frames on about 2 foot centers all around the hull in order to have a suitable structure on which to fasten the first layer of the outer hull.

Framing went quickly once I had determined where everything should go and in fact all of the frames could have been put on in a day or so if I hadn't wanted to remove the screws between laminations.



This necessitated letting the epoxy set up overnight so that they could be withdrawn.

While there are very many benefits to double-hull construction, while applying the laminations of the Girdle Frame I discovered another that is of great value for us amateur builders. The hull of **TOAD** was reasonably fair with just the inner hull planked up but there were some instances of hollows and bumps. The frames however tend to want to take a smooth curve which neatly bridges the hollows. For bumps, it is a simple matter to grind off a little of the frame, or even, if the bump is large enough, to omit a portion of a frame in the area of the bump.

I began framing with the Port side and laminated up two layers at a time. It is necessary to do two laminations at once since the short sections are impossible to align without a covering long one on top to direct the work. I interlocked every crossing frame on this side, but when I was nearly finished, it occurred to me that it probably would not make much difference in strength if I only interlocked every four layers. Because I wished to withdraw the drywall screws from each layer, by interlocking every lamination, it meant that the maximum number I could do in any one session was the two laminations. If I laid up four laminations and then crossed over with the next four, it would only take two framing sessions to do the whole job. This is what I did on the Starboard side and it was much faster.

I also interlocked the sheer clamp and I made this up from yellow pine. I did the same with the stem pieces. These latter are there primarily to provide a place to land the hood ends of the outer planking

since the Central Girder provides tremendous strength to the stem. The sheer clamp does however supply considerable re-inforcement to what is the weakest and most vulnerable part of the hull.

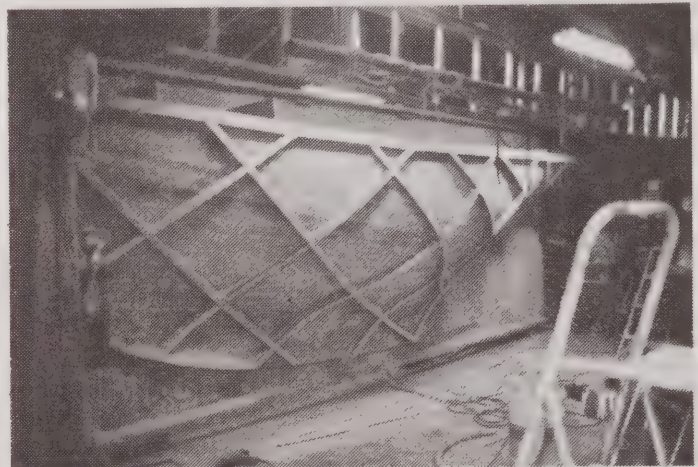
When sanding some of the stem pieces at the forefoot after I had completed the framing on the Port side, I rotated the boat until it was horizontal in order to be able to work at this area in comfort. I suspended the Building Frame from its center to the rafters of the garage by a single chain. At one point it became convenient to climb up on the frame itself to do a couple of things and in the process I discovered something quite astonishing. I expected the boat to be stiff, but I wasn't prepared for what I experienced. When I got up on the frame and walked about, it felt as if the entire structure was supported by large concrete columns at each corner and in the center instead of just a single chain.

It was phenomenally stiff! There was effectively NO flex to the structure even when I stood at one corner and bounced up and down. And this was with only ONE side, the Port Side, framed up and with no outer hull applied. Once the Starboard Side is framed up and the three laminations of 1/4" AC plywood are glued up over the framing, I would imagine that if **TOAD** is ever dropped from a sling he will just bounce a bit!

Now that the framing is complete, I can safely cut out the Central Girder from the living space. I will not plank the outer hull until the living space is complete and the deck and cabin trunk are built and installed. Because the deck is also plywood, I want to bring the hull



planking up over this to cover the end grain. The end grain of the hull planking will be covered by the toe-rail. All well bonded and bedded of course! By doing the accommodation before the outer hull is on, it will be very easy to fasten the bulkheads and furnishings into the frames and, as I said in the last chapter so long ago, it will be much easier to install these items by rotating the boat on the pivot shafts and lean in to do this.



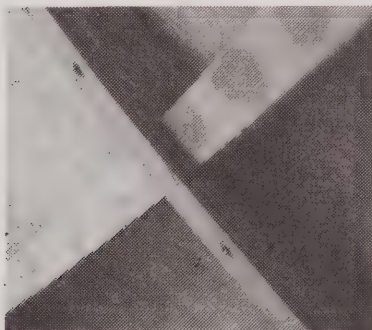
## PART 10

In this next chapter the interior bulkheads and the cockpit and cabin soles will be fitted. Additionally, the interior accommodations will be fitted including the berth the galley area and the chart table

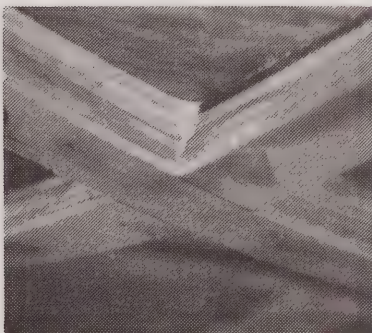
## TIME LOG

0 . . . . . 500 hours

339 Hours to Date



INTERLOCKING FRAME



FINISHED FRAME



By Ira Goldstein

This article isn't really a how-to, although I talk about techniques and materials, and it really isn't motivational, although I would love to think that maybe it got someone building that might not have. It's a kind of combination of the two, but more importantly, it's the story of one man's boat and the steps it took to get it to fruition.

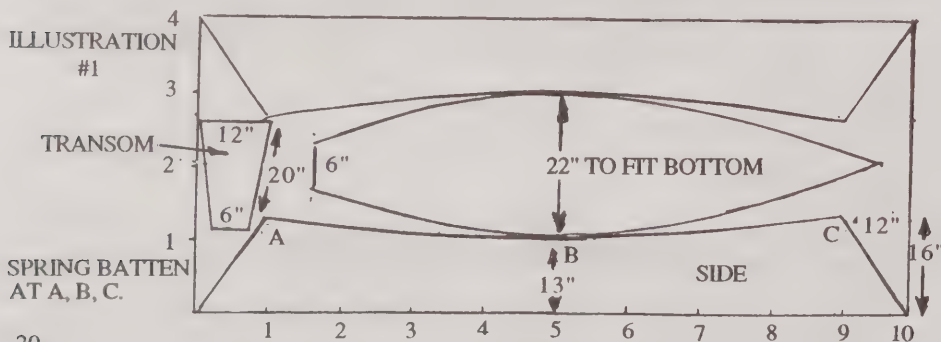
The appeal of this magazine is that the stories of individual accomplishments are celebrated, be they local cruises that enrich the soul, or four-year building projects that culminate in the boat of our dreams. What we do as individuals is important, and there aren't many forums that recognize that.

The motivation for this design was my desire for a light, inexpensive, easy to build, one-person boat I could use mainly as a tender for my 1936 Baltzer cruiser. I wanted something I could keep on my cabin top and use while cruising alone, for the occasional forays ashore and the mandatory explorations of thin waters where the 2-1/2' draft prevents the Baltzer from treading. The boat would have to be extremely light in order to be easily lifted onto the cabin top.

I also wanted something truly car-toppable for those times when Long Islands' rivers and lakes beckoned. I have a 12' canoe that weighs in at about 55 pounds, and while that's relatively light, I sometimes find it a bit of a chore to lift up on top of my car alone, especially in windy conditions, let alone portage it any distance. Something around 30 pounds seemed about right to me. For that weight I wouldn't have to be too concerned with ultra-light construction materials or techniques. I could use 1/4" ply which adds the necessary heft in a boat of this size to give me a feeling of security. Other hull options didn't seem to work quite as well.

A frame covered with heat shrink dacron or the like would certainly fit the bill in terms of weight, but I can't get used to the idea of a material I can see through for a hull covering, and the fear of holing it on the first sharp rock or branch that happens along leaves me very uneasy. Using 1/8" ply in lapstrake fashion would work well also, but I didn't want this project taking longer than necessary, and that is a fairly labor intensive technique.

The boat I designed fit my criteria to a tee. The finished weight was 28 pounds, the total time to build was about 16 hours (not counting time waiting for varnish or resin to dry), the total cost was around \$75, and the finished boat is sturdy, works well, and very important to me, looks good (every time I've had her out I've gotten favorable reviews).



## The Double Paddle Dory

She should take a pounding well, be it wave or rock, and can be powered by either oars or a double paddle.

As with any boat, the first step was lofting. I use the term very loosely, for the panel outlines were drawn directly on the plywood, and couldn't have been easier (Illus. #1). The plywood I chose is good ol' exterior lauan. Inexpensive, few if any voids, and to my mind's eye, good looking when left bright. I was able to order a 10' panel, which saved me from scarfing a piece onto a standard 8' panel. It's more expensive this way, but I felt it was worth the expense in a boat so inexpensive anyway.

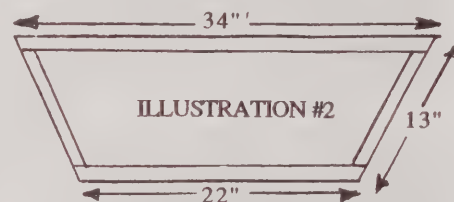
The toughest part of the lofting was getting a fair line for the curved hull side. I sprung a batten between the three points (Illus. #1). What I used was a 1/2" strip I ripped off of the 12' 2"x 4" specified in the materials list. I later used this strip as one of the gunwale strips. I then nailed three small finishing nails in at the specified points, (middle and ends), sprung the batten, and penciled in the line. I then cut out the panel with a saber saw, and faired it up with a sander.

I then used this hull side as a pattern for the other hull side, remembering that for the other side is a mirror image so I kept the plywood's good face to the outside when I transferred the lines. Ending up with the wrong side of the plywood facing out is a mistake I refuse to make more than once a project, and since this is a one

panel project, I didn't allow myself even that tolerance!

The next step was marking and cutting out the transom.

Now I wanted to construct the hull form, and because this is a throw away after the boat is completed, I used what I had laying around. It was an old 1"x 2" fir-ring strip and it was more than adequate. Gluing and screwing the form together and letting it dry was the next step (Illus. #2). My time outlay to this point was about 4 hours.



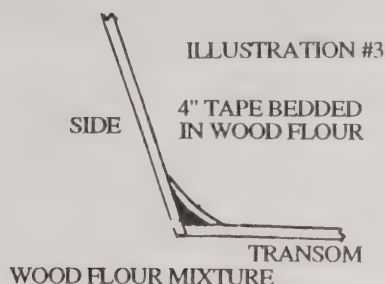
Now I tacked the sides to the hull form at the mid-point of each side. Two saw horses were used to support the hull at a comfortable working height. I tied the bow together with a few pieces of wire passed through pre-drilled holes, then tacked on the transom. I was now ready to fill the two transom joints and the bow with a mixture of resin and wood flour. I like to use wood flour because of its appearance. It's a pleasant match to the wood when left bright.

First, I mixed up some resin and hardener, and painted the joints with resin. Then, with the remainder of the resin, I made up a mixture with wood flour that's the consistency of peanut butter and spread it into the joints with applicator normally sold for auto-body work, which I'd cut a radius into. I wanted it to form a rounded fillet a couple of inches across, and maybe 1/2" thick in the center (Illus. #3).

If you're not familiar with these procedures, and would like to see a more detailed description, any of the Dynamite Payson books on instant boats can fill you in. I've found them invaluable, and have turned out some very adequate boats



with nothing but his instructions as training.



While the resin mixture was still wet, I bedded some strips of fiberglass tape into the fillets, then painted some resin over the tape until the fiberglass was clear. Letting the whole mess dry while I admired my progress was the next step. It had taken an additional two hours to get to this stage of the construction (6 hours total).

The next day I laid the remaining plywood over the bottom of the hull sides and, after checking them for fairness, penciled in the outside lines. I then cut the bottom out with a saber saw, leaving around 1/8" outside the penciled in line to be sanded away later.

The next steps were tacking the bottom to the hull sides, very carefully turning the hull over and proceeding to finish the two fore and aft seams with resin, wood flour putty, and fiberglass tape. I also sealed the hull interior with resin which I'd mixed up after the taping was complete.

The hull needed to dry once more. The time outlay for these stages was around 2-1/2 hours (8-1/2 hours total).

Next on the agenda was a careful sanding of the edges of the hull bottom where they stuck out from around the sides, and the taping of all the outside seams. I also sealed the outside of the hull with resin. It took me about 2-1/2 more hours to complete this stage (11 hours total).

The next step was ripping the other two gunwale strips from the 2"x 4" and attaching the three with round-headed brass woodscrews 3/4" long. The gunwale strips went on the outside of the boat and were screwed to the hull from the inside. The first longitudinal strip was attached with 8 or 9 screws, then the ends were trimmed, and the other side was attached and trimmed. The transom strip finished up step.

The attaching of the gunwale strips, the fitting of the thwart, and the last step in the actual construction, the fitting of the skeg, were the only areas of this project requiring any real joinery work. Since this was the case, I tried to take some care here, but remember, on a project like this, microscopic tolerances aren't necessary or called for. However, fits that are too sloppy would detract from the appearance of the boat, and since the boat gets much of its stiffness from the thwart and gunwales, a sloppy fit would also detract from its seaworthiness and longevity.

The point is, don't let a lack of wood-working ability stop you from trying a similar project, but use some care. And let's face it, if the worst thing that happens is that you have to spend another 4 bucks on a 2"x 4" because you screwed up the first one, we're not talking major loss here.

A problem I think most people have who would like to try their hand at boat-building but don't, is that after looking at projects done by amateurs and professionals in the glossy boat publications, they're scared off because they don't think they can recreate the perfection seen in the magazines. To that I say, well, maybe not but you can turn out a reliable and functional boat anyway. And there is something very rewarding about doing it yourself.

As for appearance, after a few blunders, you may surprise yourself with your competence. If you're like me, though, and each project has some imperfections, I say, there's always the next one. To all of us blunderers, and that include the professionals, whether they realize it or not, this is a very important philosophy.

I ripped a 1" strip off of the 2"x 4" to use for the thwart. It was installed mid-ship and attached through the gunwales with two brass woodscrews, countersunk and filled with wood putty.

Attaching the gunwales and thwart took an additional 2 hours (13 hours total).

The last step was fitting the skeg. I knew that in a boat of this length I would need as much directional stability as I could muster, so the skeg was left about an inch high. I took what was left of the 2"x 4 and cut a couple of feet of length off of it. I then planed the sides so they angled up from what would be the base, so that the base was left about an inch wide, and the bottom of the skeg was about 1/2" wide. I attached this from the inside with brass screws I bedded in a bit of caulking.

The fitting of the skeg took about an hour (14 hours total), and while I couldn't quite believe it, I now stood in front of a boat! The dory could be used as is, but I wanted the finish to be a bit finer and longer lasting (unprotected fiberglass will break down relatively quickly from the sun's U.V. radiation), so I sanded down the gunwales, the thwart, and the outside of the hull, and applied two coats of exterior U.V. inhibiting polyurethane, sanding between coats. A mirror finish it's not, but it looks good.

The last bit of finishing work took another 2 hours (16 hours total).

So there it was, a useable boat with only 16 or so hours invested. I spent another couple of hours fashioning a double paddle since I didn't have one, and with that I was off.

The sea trial was a pleasant experience with no real surprises. Bottom line, the boat performed as expected. It's not as quick as a kayak, but it's a good bit more stable. The stability cost me some speed because to get the stability I designed in a fairly typical dory tombstone transom. This gets me some extra bottom width aft, hence the stability, but since the rocker was kept small in order to give me some directional stability (to prevent fishtailing while paddling with a double paddle), the boat drags a bit more transom than it should for optimum speed.

It's hard to get any real speed in a boat this short anyway. As with all boat designs, compromise is the evil villain with whom we must do battle. There are no perfect solutions, hence, no perfect boats. But this one does what I set out for it to do, so I raise my beerstein in a hearty salute, and pat myself on the back for a job well done.

The moral of this whole thing is, we can all put aside the money and time necessary to build a small boat if we don't demand perfection or the traditional building methods that require more skill and patience than most of us possess. A dinghy, a canoe, a double paddle dory, are all within our capabilities if we just allow ourselves to do it. A safe, functional, handsome boat, is just 16 hours away...

#### Materials List:

1. 1 sheet 4'x 10' 1/4" exterior lauan plywood, \$32.
  2. 12' 2"x 4", \$5.
  3. 1 gallon polyester resin, \$16.
  4. 16 yards 4" fiberglass tape, \$11.
  5. 2 dozen 5/8" brass woodscrews & 1 dozen 1" brass woodscrews, \$4.
  6. 1 quart U.V. inhibiting exterior polyurethane, \$10.
- Total \$78!





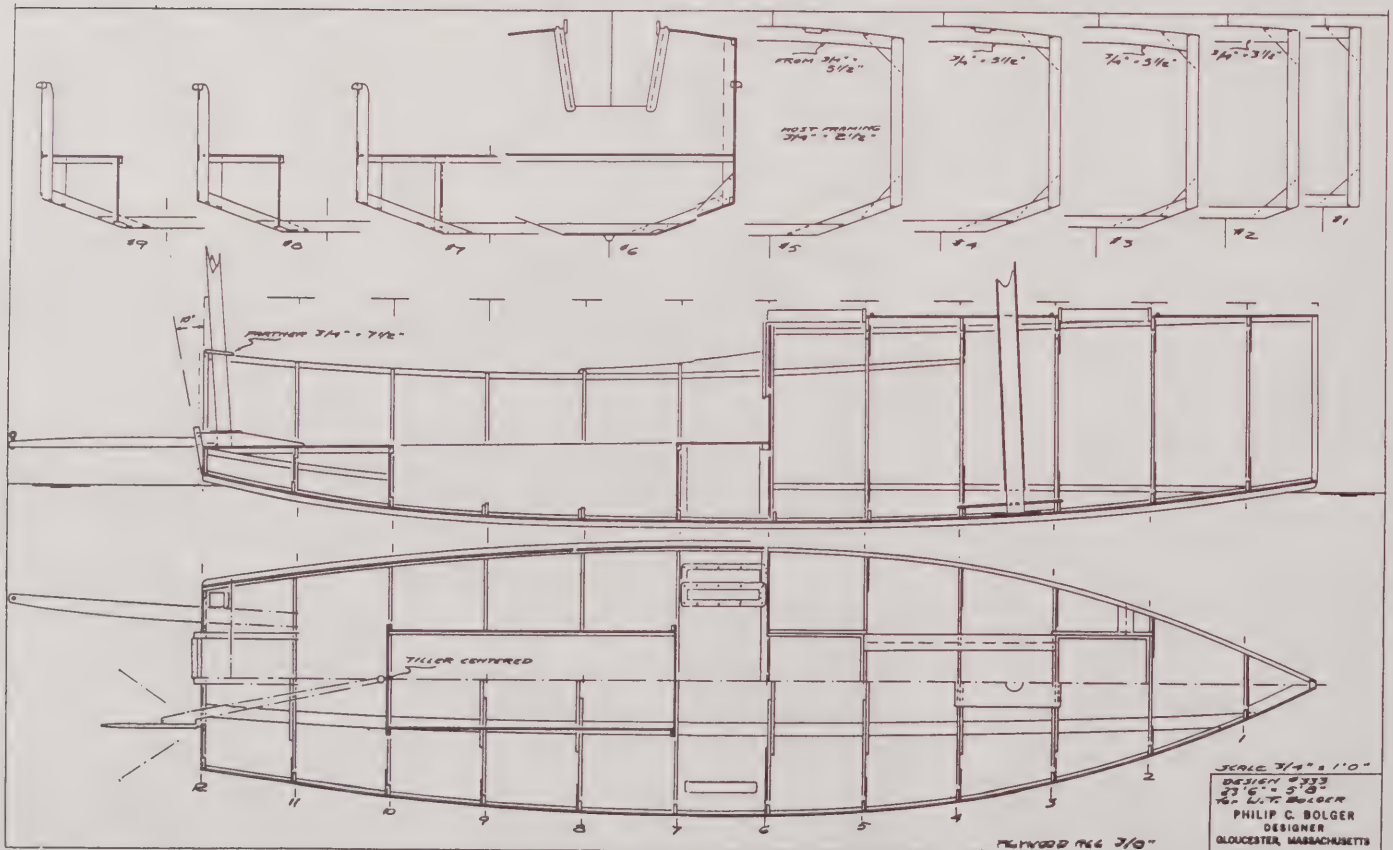
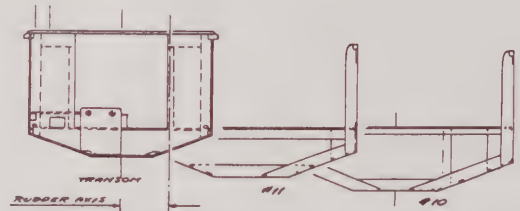
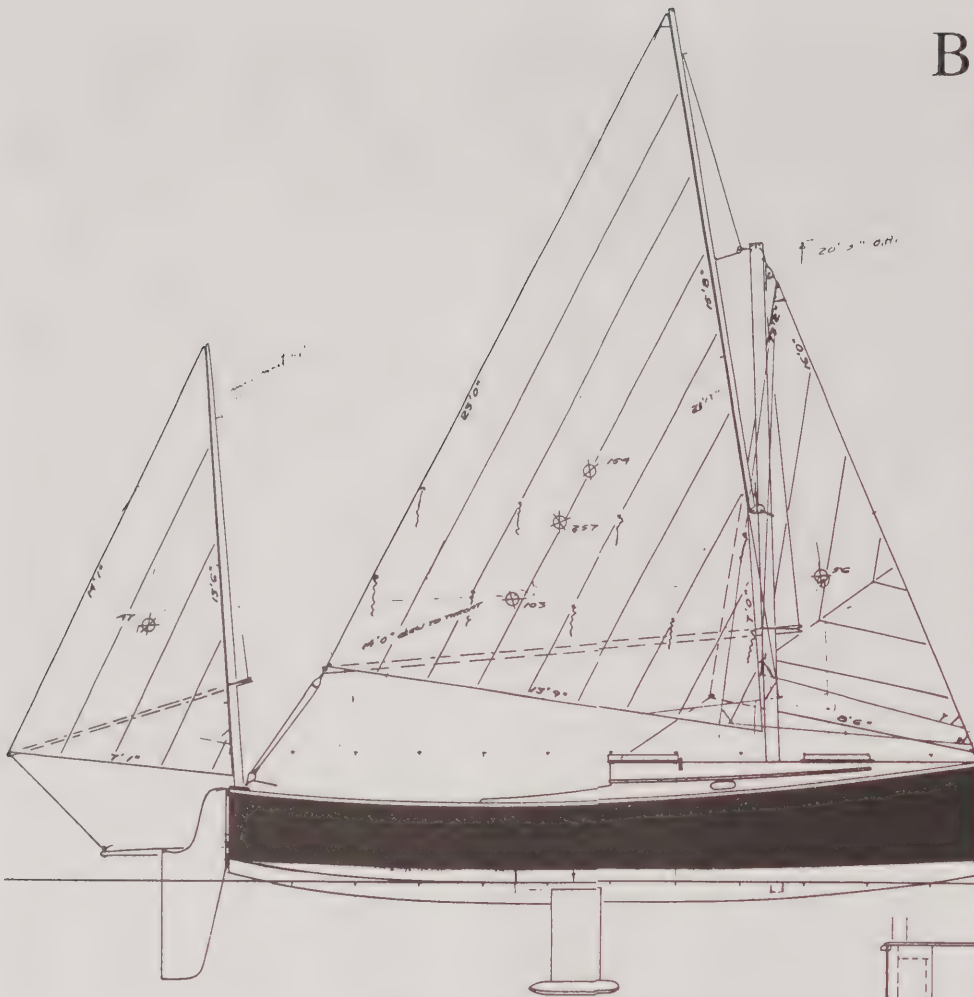
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23'6" x 5'8" x 3'6"

My brother Wm. T. Bolger conceived and built this boat for daysailing and overnight trips based on Perth Amboy, New Jersey. He was especially interested in trying the retracting bilge fins set normal to a constant-deadrise bottom. (They're not supposed to be raised when she's in use, and we reckoned that the projection of the ballast bulbs ahead of the fins would not be much nuisance since they can be seen and reached over the side of the boat.)

She was quickly and rather roughly built, with much use of components that happened to be on hand, including some used sails, but I understand that she performed well and in general was handy and trouble-free including some trailer use. He still owns her though she hasn't been in commission for several years.





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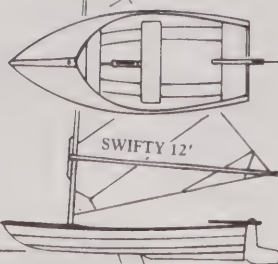
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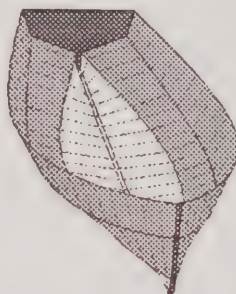
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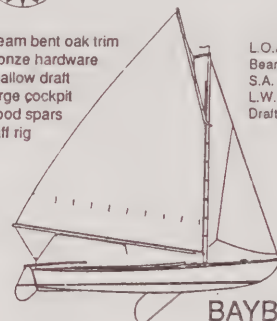
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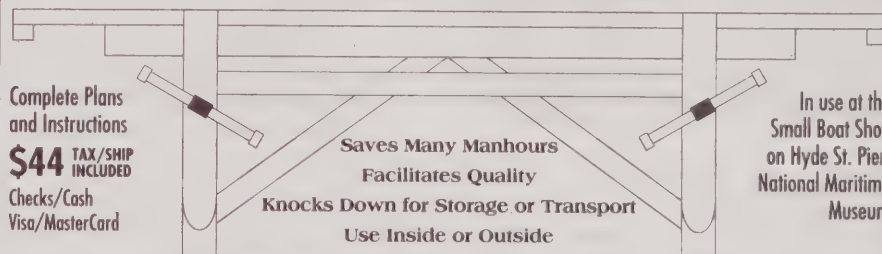
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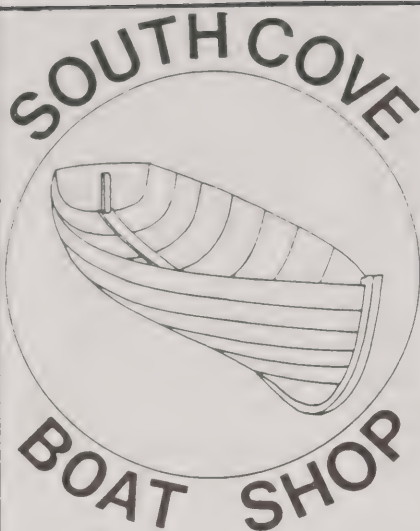
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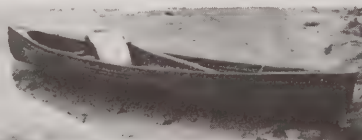
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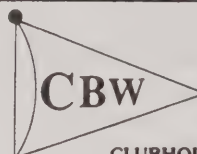
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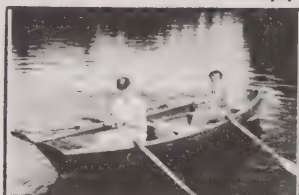
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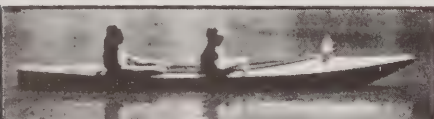
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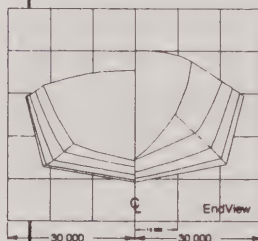
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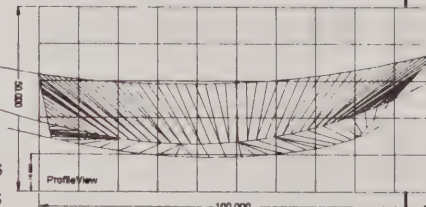
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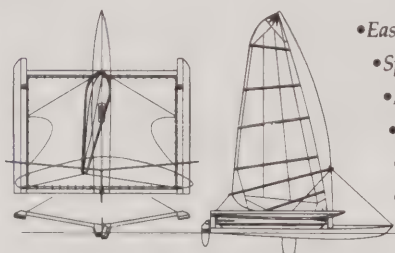
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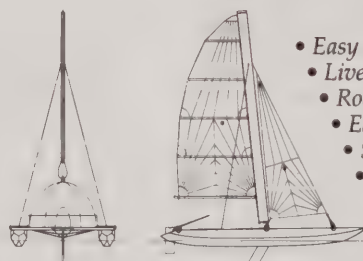


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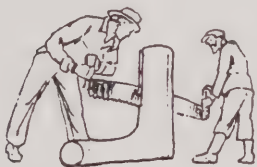
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## BOOK REVIEW

### *Building the Six-Hour Canoe*

Text by Richard Butz

Illustrations by John Montague

Lines Plans by William Bartoo

Design by Mike O'Brien

Published by Tiller Publishing Co., St. Michaels, MD. \$15.

Review by Michael Levy

This is a book by committee about the "little boat that could", a peculiar, minimalist paddle craft that is transforming the lives of inner-city children, reuniting parents and kids, and helping impecunious yachtsmen get afloat for the price of two sheets of AC grade plywood and a bunch of nails, glues and tape.

It's a great how-to, a great read and probably will get as many folks into the wonderful world of modest and unpretentious watercraft as the popular *Instant Boats* series.

The design is from Mike O'Brien, senior editor at *WoodenBoat*, who drew the plans for use by oceanography students. It was spotted by the Center for Watercraft Studies, a trio of nautical academic musketeers attached to the design faculty at Buffalo (NY) State College who have become a beacon of small boat enthusiasm in their rust belt city. They, in turn, began using it in elementary school and adult education programs and for their own college students. Building a six-hour canoe, you see, will teach all the fundamentals of design, lofting, mold-making and construction.

Last year, after they had turned out a couple dozen of these boats while helping a corps of urban Indian kids at a Buffalo "magnet" school with a high Native American population, other educators and social workers began picking up on the scheme as a confidence-building and parent/child relationship-building tool. They needed this book.

The text is by Richard Butz, the illustrations by John Montague and the lines plans by William Bartoo, all Buffalo State College professors and the "faculty" of the Center for Watercraft Studies.

They make the process clear and seemingly easy. I speak from total inexperience here: I am a boat lover and "armchair builder" (my favorite title, and the most audaciously optimistic title of all time is *300 Boats You Can Build*, hah!) but after reading this book even I am sorely tempted to try simply because it looks doable.

Basically you buy a 4'x 16' sheet of plywood, scarf together two 4'x 8' sheets or (gasp, choke!) butt-block one together. Then expand the plans to the plywood (which for the first time looks easy enough), cut out the pieces, and start nailing in the order shown. The stems go on one side, a single frame amidships is installed, the sides are bent around it, the boat flipped, and chine logs put in, then gunwales, and then the bottom is cut and installed.

The actual attachment requires some epoxy and tape and there are several suggestions for finishing her off, although plain paint seems the best bet. One community group working with kids in a nearby town leaves the stem extended about six inches and suggests the kids carve figureheads. Other kid-built boats have dandy paint jobs, including one version covered with blue hand prints.

The boat is not exactly a canoe, but rather a sort of bateaux-cum-kayak. You sit amidships and paddle with a double paddle (a clothes pole and the left-over plywood can be used to make one and the book has plans for that, too) and when completed, perhaps by Saturday evening, or surely by the end of next weekend, you need only wait till the paint dries, then toss it atop your subcompact (the boat weighs about 50 pounds the authors think) and take it to the nearest pond or small creek.

For pond work you might want to attach a small keel. That really helps straight paddling in any sort of breeze, for really twisty creeks you'd leave the keel off, although the keeled version I briefly paddled seemed to turn pretty well, anyway.

If you weigh more than 200 pounds don't take along a heavy picnic hamper, and be prepared to sit wet, unless you opt for a canoe-chair, which is perhaps the best arrangement.

This is not a "serious" boat, but it is easy to build, cheap, a great learning and teaching tool and surely something that will help a lot of people get started in the boat hobby.

Reviewed by Jim Michalak

Reading *Electric Boats* by Douglas Little made me feel I'd seen the future and it ain't too bad. This book details the why and how of recreational electric boats and if you've ever thought about quiet, cheap, reliable messabout boating, *Electric Boats* is a must buy. It's a landmark book, I think.

*Electric Boats* starts with a short dense dose of environmentalism. Crusader-like, Little takes up the cause of quiet clean sane boating and points to the thoughtless despoilment caused by greed and stupidity. For the case of recreational boats he points to studies that two-cycle power is 140 times more polluting than good four-cycle power and that good-four cycle power is 200 times more polluting than wall socket power.

But if you're not in a mood to be preached to, he supplies the hard numbers that would convince most anyone to consider the switch. He describes a typical "cruise" in one of his canoe-like electric boats. Five hours of constant river cruising using the battery from his pickup truck. End of cruise, the battery goes back under the hood with plenty of power left to start the truck and recharges on the way home. Cruise cost, near zero. Even if you recharge from the wall socket, you're looking at maybe 20 cents worth of electricity. All this with "touch of a switch" convenience and no noise or pollution. This is canoe cruising and not water skiing.

The handbook claim is very true. Although Little delves some into custom electric systems, the book essentially explains how to match off-the-shelf components such as trolling motors and golf cart batteries to do the job. Thus the workings of trolling motor controls and normal lead-acid batteries are completely described. Then he integrates the lot. He shows how to choose the motor and prop for your hull and speed, and then describes the battery capacity requirements for the endurance and range you want.

Then follows almost 40 pages of building, in complete detail, a flat bottomed canoe craft, with a walk-through of the modification and installation of a production trolling motor and lead-acid battery power system. Little's system separates the motor's controls from the power unit. The motor mounts in the stern steered by a remote tiller. The captain sits amidships, kayak-like for proper trim, in an armchair. The tiller handle with motor control is mounted on one of the chair arms. Imagine watching TV in you favorite armchair with the remote control in one hand and you have an idea of steering one of Little's electric boats. Personally, I think he's got all the details right. he uses gear you buy at the discount store and provides all the smarts you need to integrate the pieces. This is solid do-it-yourself stuff.

Little closes with a short section on electric boats and special motors currently in production.

I'm left with some questions for Little, though. How do power requirements change with rough conditions? Can't you rig an independent trolling motor battery to charge from your car's alternator while you drive? Can a plastic prop be repitched easily? Anybody out there know?

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## BOOK REVIEW

### *Electric Boats - The Handbook of Clean, Quiet Boating*

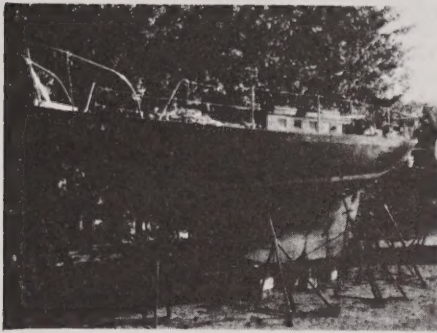
By Douglas Little

International Marine Publishing, Blue Ridge Summit, PA  
\$17.95 Paperback

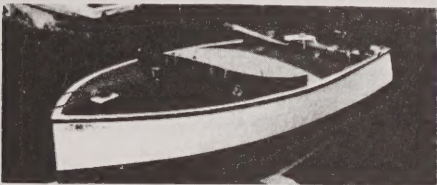


# Classified Marketplace

## BOATS FOR SALE



**Quisset, 43' x 11' x 33** Casey yawl (no mizzen), gd mast & rigging, 5 sails, Gray Sea Scout engine, much re-build work done, no int, classic project boat. Asking \$10,000.  
GORDON REED, Bath, ME, (207) 443-9076 eves, (207) 371-2525 days. (16)



**14' Pen Yan, '48**, solid 90% original (glassed up to boot top). Motor stolen, can't risk this again. Fall price only \$750.  
JIM MITCHELL, Box 9476, Noank, CT 06340, (203) 536-6213. (16)



**Arnold Ziffel, '94 14'** Flat-Iron skiff from *The Dory Book*. Glass over ply hull, teak & fir trim, Awlgrip ext, oiled int, custom "puffy" rubrail. \$1,200.  
GORDON REED, Bath, ME, (207) 443-9076 eves, (207) 371-2525 days. (16)

**19' Lightning #12858**, FG Allen, rigged for single handed pocket cruising. Boom tent, 2 mainsails (1 w/ reef pts), 2 rudders (1 kickup), 5.5hp Johnson OB, new galv trlr. \$2,500.  
ALLYN BRADFORD, Cambridge, MA, (617) 354-7913. (16)

**18' A-Duckah Hull, \$350. 10' FG Canoe, \$200.**  
MARTIN KOKUS, Hopewell, PA, (717) 485-9166. (16)

**Luger 21**, easy to sail small FG cruiser. Slps 2 adults & 2 elves. Lovingly restored. Swing keel, 4 sails, pulpits, cushions, lights, exc hrdwre. Boat & trlr \$2,500.  
GARRY CERRONE, 5108 Franklinton Rd., Baltimore, MD 21207, (410) 448-4091, E Mail gcerrone@umd.5.und.edu (16)

**Precision 16 Daysailer**, gd starter boat, fast & easy. Ex cond, new bottom paint. Easy to tow & rig. Boat, motor & trlr \$1,500.  
GARRY CERRONE, 5108 Franklinton Rd., Baltimore, MD 21207, (410) 448-4091, E Mail gcerrone@umd5.umd.edu (16)

**Sunfish**, brand new still in box, \$1,500 or trade for catamaran or late model Laser.  
CHUCK FLETT, 9157 Colchester Ridge Rd., Knoxville, TN 37922, (615) 690-6416. (16)

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Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy please type or print clearly your ad copy. Mail to "Boats", 29 Burley St., Wenham, MA, 01984. Please no telephoned ads.

(Starting with the August 1, 1994 issue, I have revised the ad format by using **bold print** for each boat/item advertised to better highlight them for ease of locating your needs.)

**16' Old Town Canoe, '40** w/sponsons. Pierced by tree limb, reduced price.  
JIM MITCHELL, Box 9476, Noank, CT 06340, (203) 536-6213. (16)

**1959 Lyman Islander 24'**, for salvage w/American motors V-8.  
PETER PALMER Avon, CT, (203) 673-7362. (16P)

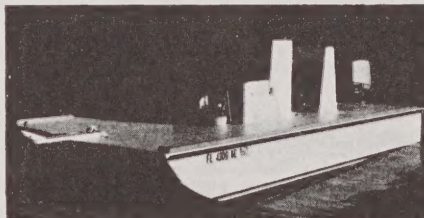
**17' Dirigo Kayak**, w/paddle, sprayskirt, cockpit cover, spinnaker sail. All exc cond. \$1,500.  
FORREST DILLON, Freeport, ME, (207) 865-3998. (17)

**Herreshoff Prudence FG Hull & Deck. Free** to a not-for-profit organization, delivery can be arranged.  
JIM TOMKINS, 2783 W. River Rd., Grand Island, NY 14072, (716) 773-5268. (17)

**26' 1963 Owens Cabin Skiff**, mahogany plywood construction. Hull vy sound, nds engine. All original hrdwre. \$800 as is.  
TOM WILLIAMS, Chesapeake Bay, (410) 778-6474. (17)

**23' 1946 Chris Craft Express Hull Only**, gd potential. \$500 OBO.  
B. T. SHRADER, 9440 Hume Ln NE, Bremerton, WA 98311, (206) 692-9489. (17)

**21' Florida Bay Hen**, cat-ketch rig, nicely equipped w/5hp Tohatsu OB in well, hvy duty tilt trlr, Danforth anchors, cockpit cushions, lights & fan in cabin, spacious cockpit, teak trim. Grt shoal draft camper-cruiser. All exc cond. \$4,800.  
TOM HUTTON, Lantana, FL, (407) 585-8648. (17)



**16' Koeck Kat**, professionally blt deck boat/catamaran. WEST System throughout, fast, stable, unsinkable family party, camping, fishing boat. Dealer fresh rblt Evinrude 70hp motor, custom galv trlr. Have \$7,500 in receipts, will sell for \$4,500, or \$2,500 less motor.  
CHARLIE AKERS, Orlando, FL, (407) 658-0622. (17)

**8' Lark Dory**, mahogany trim, plywood/epoxy constr, bronze fastened. Oars incl. \$250.  
JOHN CHANDLER, Box 2656, S. Hamilton, MA 01982, (508) 468-2872. (17)

**15' Double End Launch**, FG hull w/wood decks & seats, no engine, gd trlr. \$1,200 or will trade for ?? 4 Cyl Gray Marine Engine, \$300 or trade for guns.  
Roy Royal, Columbus, MI, (810) 727-7320. (17)

**Sunfish**, new, still boxed, older stock, compl, \$1,875.  
**Saroca**, new, row-paddle-sail package, \$2,395. Hundreds of canoes.  
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (17)

**16-1/2' Sealoution Sea Kayak**, kevlar, yellow deck over white hull, expedition outfitted w/lg rudder & 32 sq ft BOSS sail rig, spray skirt, cover, bilge pump, Werner 220cm take apart paddle, leash, paddle float. Used 6 times, lovingly cared for. Lot \$2,000 firm.  
MARK WILLIAMS, (804) 626-3319. (17)

**11'6" Classic Columbia Sailing Yacht Tender**, custom blt, exquisite detail & quality. Fully equipped incl trlr. \$4,500 takes her.  
JIM DOOLEY, Marshfield, MA, (617) 834-2979. (19P)

**23' Christian Carpenter Cruising Sailboat**, w/trlr & OB. Trade for help bldg modest cottage in western NC.  
KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (21)

**18' Chamberlain Gunning Dory**, as drawn by John Gardner. Compl w/sails, oars, 3.5hp Nissan & trlr. Exc cond. \$3,000 OBO.  
MARTIN BASSANI, 3109 Palm Dr., Delray Beach, FL 33483, (407) 734-0402. (TF)

**23' Rob Roy Canoe Yawl**, rare classic, exc cond. Brewer designed. Dk grn FG hull, CB, tabernacle mast, gunter rig, 5 tanbark sails, roller furling, bronze portholes, teak trim in/out, head w/holding tank, speed/depth/log, dual axle trlr w/uprights, 5hp Nissan in well. Shoal draft easy single-hander, slps 2. \$15,000.  
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**Lonesome Bay Boat**, a modern replication of a 16' 1912 Old Town "Double Ended Boat". Fast & stable under oar, sail, paddle or small OB, this is a perfect multi-purpose boat for the sportsman, camp owner & family. For its length it's one of the most versatile boats built today. Light, responsive, its classic early Maine styling & modern materials hull provide you w/low maintenance & much pride of ownership. Wide option list enables us to custom bld each boat to your specifications.  
INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

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**7'-9" Dinghy**, for use as tender. Wood clinker blt, sound, lightweight.  
ED GALLEGHER, Newburgh, NY, (800) 624-4217 Ext 302, bus hrs only. (17)

**West Wight Potter, Pelican, Super Pelican.** In Fl area.  
STAN FORREST, 7107 Mintwood Ct., Tampa, FL 33615, (813) 885-0255. (17)

**Alden Single Shell**, in gd to exc cond.  
ALBERT HABERLE, Noank, CT, (203) 536-6656. (17)

## GEAR FOR SALE

**Sliding Seat Rowing Rig**, "Canoe Swift" for canoe, \$150.  
MIKE MCGILL, Exeter, NH, (603) 964-6089. (16)



**Marine Transmission**, early Detroit gear, 1" shaft, \$25. **Brass Screen**, 2 rolls, 2'x100', \$50 ea. GUNNAR SEIGH, 17 Creek Rd., Staatsburg, NY 12580, (914) 889-4592. (16)

**13'x8' Mainsail** w/battens, \$60. **Winch**, stainless marine, \$400 or trade for 15' canoe or something interesting. MARTIN KOKUS, Hopewell, PA, (717) 485-9166. (16)

**Rowing Machine**, Coffey Sculling Simulator, cost over \$900 new, sell for \$450. Exc cond. SUSAN GREENHALGH, 10 Birch Ln., S. Burlington, VT 05401, (802) 658-1728. (16)

**Dinghy Rudder**, unused, FG w/mounted pintles & mahogany tiller, \$25. **Jib**, w/wire luff & hanks, 19'6" x 17' x 6'3", soiled but in gd cond, \$50. GARRY OSBORN, Stamford, CT, (203) 322-2352. (16)

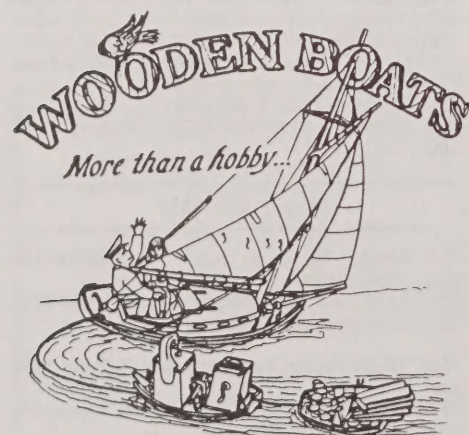
**Kohler 4cyl 12hp Water Cooled Engine**, w/radiator & base. From generator rig. Flywheel & generator missing. Head off, inside lks clean, gd mechanic can overhaul, convert to launch engine. Book on small car engine conversions incl. \$50. BOB WHITTIER, Box T, Duxbury, MA 02331, Fax only (617) 934-1392. (17)

**Universal Utility Engine**, 4 cyl gas, '61. Ran when pulled from boat. \$250. PAUL MURRAY, 99 Wildwood Rd., Storrs, CT 06268, (203) 429-1661. (17)

**Jib**, well made, gd cond, Egypt cotton, olive color, set flying, rope tabling on luff & foot, w/sheets, luff 102", leech 93", foot 48", \$5 plus UPS. **Mainsail**, well made, gd cond, Egypt cotton, olive color, rope tabling & sail slides on foot & luff, 1 set reef points, luff 170", leech 235", foot 156". \$15 plus UPS. **Jib**, light sailcloth, white, cut from top of mainsail, set flying, used as off the wind genny, rope tabling on luff, luff 164", leech 160", foot 122". \$5 plus UPS. J.W. SIMS, RR1 5095D, Camden, ME 04843, (207) 236-0652. (17)

**Signal Flags**, full size 36"x 28" w/brass hrdwre: A, F, H, J, K, L, desig 3, desig PORT PENNANT: Code & Ans \$6 ea incl shipping. J.W. Sims, RR 1 5095D, Camden, ME 04843, (207) 236-0652, (17)

**Cottage**, for rent, 2 rm yr round, waterfront on the Thames River in Gales Ferry, CT. \$400/mo, security & references required. RAYMOND GRADY, Gales Ferry, CT, (203) 464-7295. (17)



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**Electric Trolling Motor**, Sears 30# thrust, \$35. **OB Bracket Gunwale Clamps**, for canoe, bronze & aluminum, \$10. STEPHEN PAGE, 372 Gov. Chitt. Rd., Williston, VT 05695, (802) 878-6529. (17)

**Steering Wheel & Gear** to replace tiller, also fits 30' Pearson sloop. \$250. **Scripps Engine**, 6 cyl, 158hp, twin updraft carbs. \$250. R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (17)

**1994 Tohatsu 3.5hp Long Shaft OB**, about 8hrs. Exc cond, \$450. PHIL GARLAND, Barrington, RI, (401) 245-6156 eves. (17)



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## GEAR WANTED

**Reciprocal Boat Use**, w/Floridian or Mexican sailor. I have a Martha Jane in Minnesota. Superior, Lake of Woods, are just a few of beautiful cruising areas up here. MARC LINDGREN, Rt.2 Box 182, Bagley, MN 56621, (218) 694-6139. (16)

**Cape Dory 10 Sail**, or information on source or availability. FOREST PHELPS, 5 Bay Tree Ln., Lake Placid, FL 33852. (16)

**Source** for O'Day Daysailer Rubber Rub Rail & hinged tabernacle for converting one-piece mast into two-piece mast. R. ARCHIBALD, Grapevine, TX, (817) 488-2366. (17)

**Short Shaft OB**, 2-3hp in gd cond, esp Honda. STEPHEN PAGE, 372 Gov. Chitt. Rd., Williston, VT 05695, (802) 878-6529. (17)

**Small Sail** for 10' Ensign Dinghy. Any nylon or dacron sail in gd cond w/12' luff & 7" foot at a reasonable price should be suitable. BOB GROESCHNER, Norwalk, CT, (203) 847-8726. (17)

**35 lb CQR & 50-60 lb Fisherman Anchors**. PAUL MURRAY, 99 Wildwood Rd., Storrs, CT 06258. (17)

## BOOKS & PLANS FOR SALE

**F-25A Study Plans** for half price, \$50. **Norwalk Sound 23' Sharpie Plans**, half price at \$55. STEPHEN PAGE, 372 Gov. Chitt. Rd., Williston, VT 05695, (802) 878-6529. (17)

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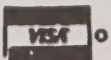
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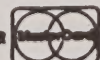
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